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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY  
MITCHELL BROS. COMPANY  
(INCORPORATED).

VOL. XXIII.

CHICAGO, ILLINOIS, JUNE 15, 1905.

No. 12.

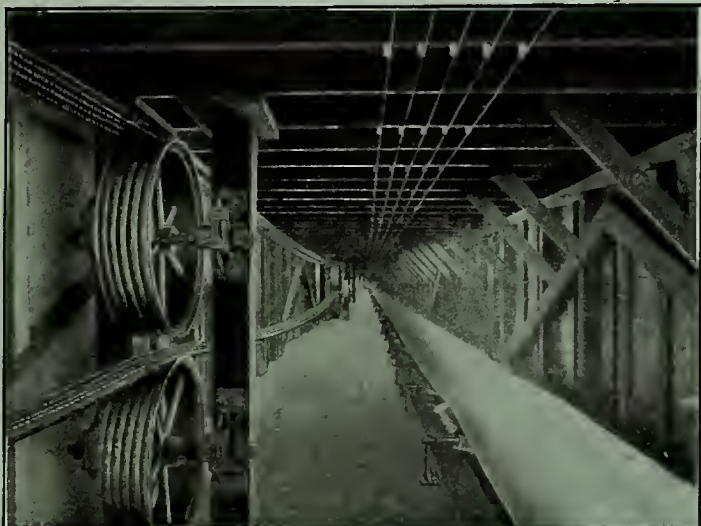
ONE DOLLAR PER ANNUM,  
SINGLE COPY, TEN CENTS.

### COMPLETE MACHINERY OUTFITS FOR GRAIN ELEVATORS

We solicit inquiries from those who want the best that can be produced in

#### GRAIN HANDLING MACHINERY

At the present we are executing contracts for several of the largest elevators that will be built this season. Send for catalog.



STEPHENS-ADAMSON MFG. CO.

Works, AURORA, ILL.

Chicago office, First National Bank Building. Telephone, Central 4527

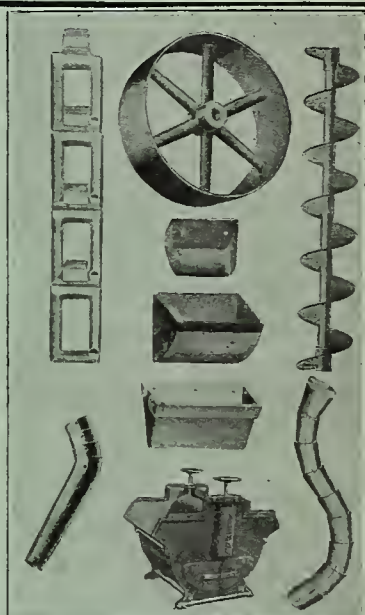
We Are Manufacturers  
of

#### Elevating and Conveying Machinery

For repairs or complete equipments, get our prices—they will interest you.

**BURRELL MFG. CO.**

BRADLEY, ILL.



#### THIS IS THE Muir Improved Friction Clutch Pulley

There is no other "just as good." We have them in stock and guarantee every one. They can be adjusted while the shaft is running. This Clutch Pulley is especially adapted for Clipper and Cleaner Drives.

### SKILLIN & RICHARDS MFG. CO., CHICAGO

—Originators and Manufacturers of—

#### Cold Rolled Spiral Steel Conveyor

INTERCHANGEABLE WITH OTHER KINDS

But very much **BETTER** in wearing qualities, as cold rolled steel is harder and **TOUGHER** than when softened in the furnace and dropped into shape. **COSTS NO MORE.** We make all kinds of **MACHINERY FOR GRAIN ELEVATORS.** We send Pinch Bars on trial. Our Sprocket Wheels and Chain are the best. We also make Pulleys, Shafting, Hangers, Car-loading Spouts, Elevator Buckets, etc. Write for Catalogue.

### CAREY'S CEMENT ROOFING

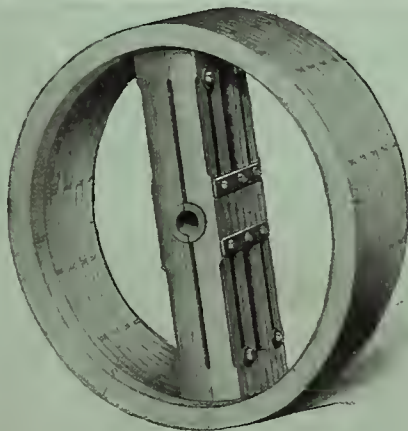


Is used on this, the largest elevator building in the world, seven million bushels' capacity.

We should be glad to send you a list of users, advertising matter and samples.

THE PHILIP CAREY MFG. CO.  
Lockland, OHIO  
Sole Manufacturers

WESTERN ROOFING & SUPPLY CO.  
177 Randolph Street, CHICAGO  
Exclusive Distributors



Buy your

#### Grain Elevator Machinery and Supplies

from the southwestern house that carries complete stocks for prompt shipment.

No better goods offered. Prices will suit you. Send for catalogue No. 2

**K. C. Manufacturing & Supply Co.**  
427-431 West Fifth Street, KANSAS CITY, MO.



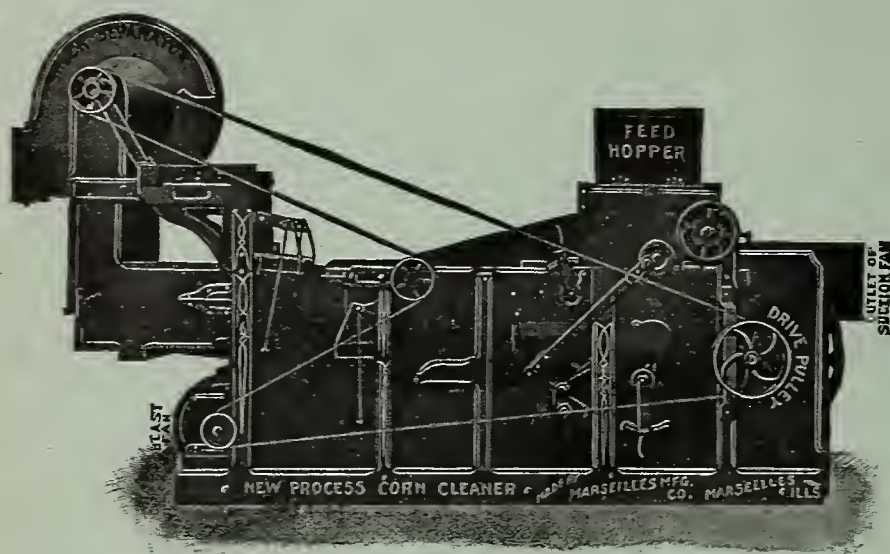
# Corn Shellers? Do We Make 'Em?

*Well, just ask us for a copy  
of our Catalogue No. 35*

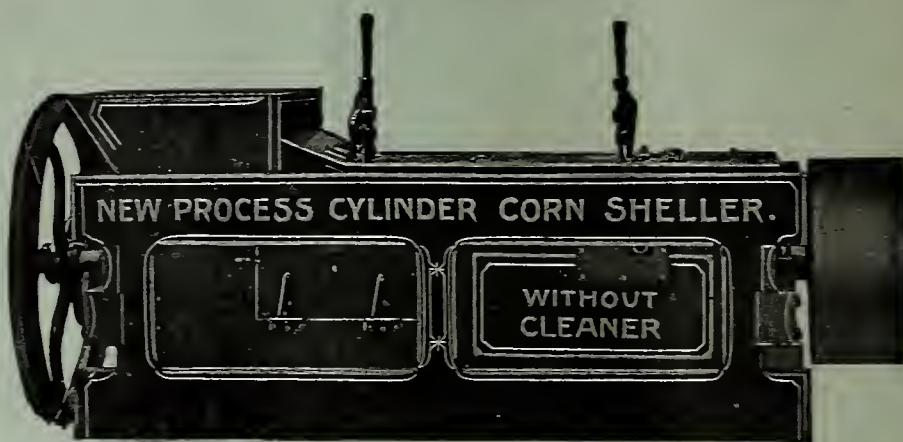
IT tells all about the best and most complete line of Corn Shelling Machinery manufactured. We make Shellers and Cleaners as separate machines. Also a complete line of

## Combined Shellers and Cleaners

for shelling both husked and unhusked corn.



NEW PROCESS CORN CLEANER, WITH SHUCK SEPARATING FAN.



BLOMGREN BROS. & CO.

NEW PROCESS CORN SHELLER ONLY.

The New Process Combined Shuck Sheller and Cleaner is the only machine that can be fitted for either husked corn of Northern States or the unhusked corn of Southern States.

*If you're going to buy a Corn Sheller  
or Corn Cleaner, get a New Process.*

We are also manufacturers of Power Transmission Appliances and Grain Elevating and Conveying Machinery. We solicit specifications and the privilege of quoting on any requirements in this line.

**Marseilles Mfg. Co.** MARSEILLES, ILLINOIS.  
BRANCHES

Peoria, Ill.

Council Bluffs and Cedar Rapids, Ia.

Kansas City, Mo.

## When in the Market

**FOR**

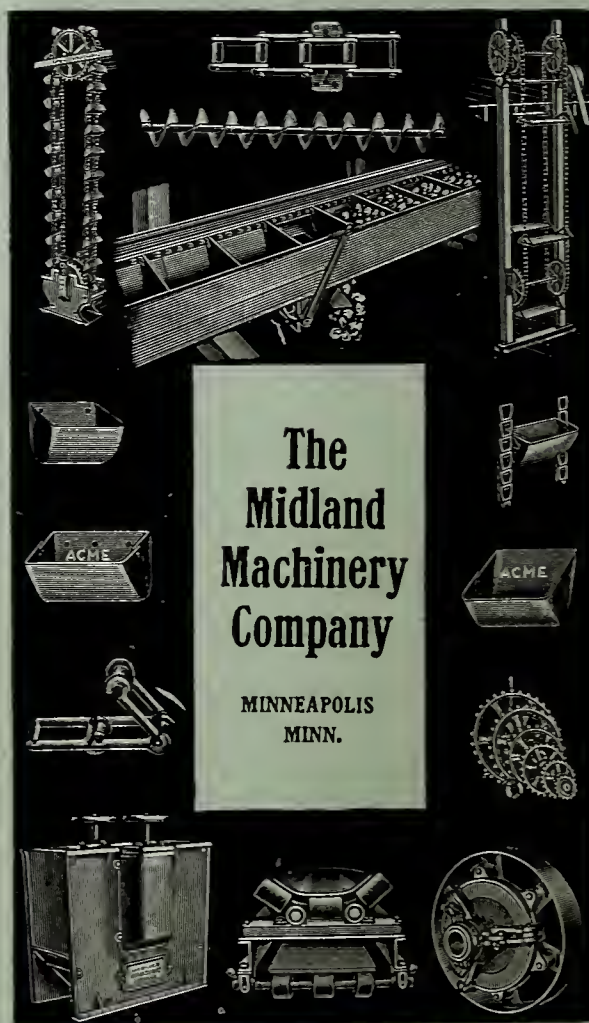
Link Belting	Rubber Belting
Sprocket Wheels	Elevator Buckets
Spiral Conveyor	Loading Spouts
Rope Sheaves	Manila Rope
Shafting	Boxes
	Hangers
Friction Clutch Pulleys	
Boot Tanks	Boilers

*Write us*

**LINK-BELT SUPPLY  
COMPANY**

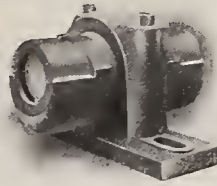
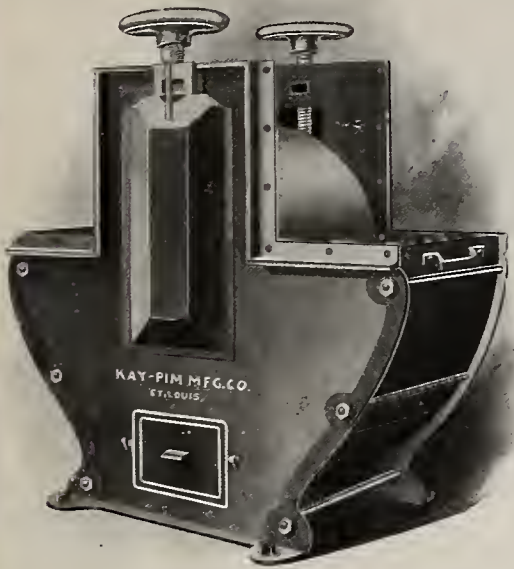
MINNEAPOLIS, MINN.

## Grain Elevator Machinery and Supplies



Ours is the Place to Buy  
Now is the Time to Buy  
Reliable Goods—Honest Prices





## A Full Line of Standard Goods Carried in Stock Ready for Immediate Shipment

We manufacture a complete line of Elevating, Conveying and Power Transmission Machinery. Complete Grain Elevator Equipments a Specialty. First-class goods, moderate prices and prompt shipments. No order too large, none too small for prompt attention. Two large factories are at your service. Write for catalogues and estimates.

**KINGSLAND = KAY = COOK MFG. CO.**  
ST. LOUIS, MO.

JUST FROM THE PRINTER



*The*  
**BLUE BOOK  
OF ROPE  
TRANSMISSION**

SENT FREE  
UPON REQUEST

"AMERICAN" TRANSMISSION  
ROPE  
"THE ROPE TO REMEMBER"

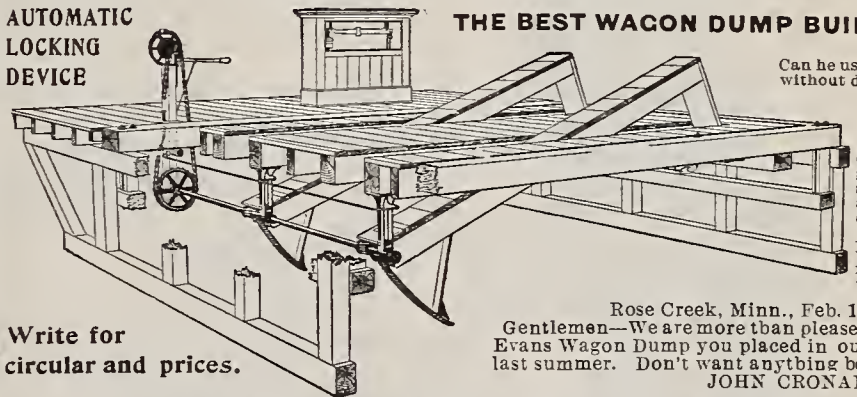
THE AMERICAN MFG. CO.  
65 WALL ST., N. Y.

## The Evans Controllable Wagon Dump.

AUTOMATIC  
LOCKING  
DEVICE

THE BEST WAGON DUMP BUILT

Can be used with and  
without dump scales



Absolute  
safety  
control,  
great  
strength  
and  
durability.

Patented  
April 12,  
1898.

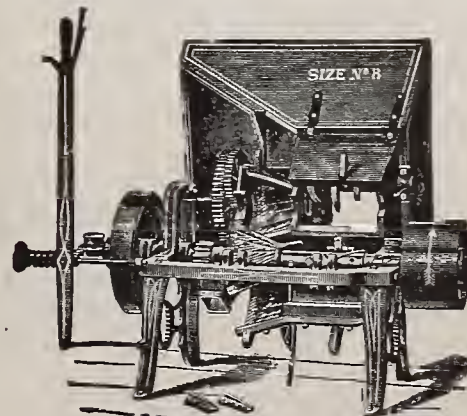
Write for  
circular and prices.

Rose Creek, Minn., Feb. 10, 1901.  
Gentlemen—We are more than pleased with the  
Evans Wagon Dump you placed in our elevator  
last summer. Don't want anything better.  
JOHN CRONAN & CO.

**MOULTON & EVANS,**  
909 E. 18th Street, Minneapolis, Minn.

## Bowsher's All-Around Feed Mill

(Sold with or without sacking elevator)



It CRUSHES ear corn (with or without  
shucks) and GRINDS *all kinds* small  
grain and KAFFIR IN THE HEAD.  
Has CONICAL shaped GRINDERS, DIF-  
FERENT FROM ALL OTHERS. RUNS  
LIGHT. Can run EMPTY WITHOUT  
INJURY. Ahead of rolls or stones in  
speed and quality of work.

YOU NEED a mill now. QUIT  
THINKING about it. COMMENCE to  
investigate. Give US a chance and we'll  
tell you WHY we think ours is the best.

SEVEN SIZES: 2 to 25 H. P.

Circular sent for the asking.

Drive pulley overhung Belt to it from any direction.  
Makes complete independent outfit.

**THE N. P. BOWSHER CO.,** South Bend, Ind.



# THE HESS GRAIN DRIER

*Makes Money  
Saves Money*

*Necessary to all up-to-date  
grain elevators*

## USED EVERYWHERE

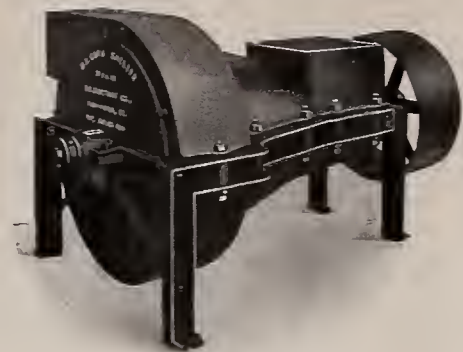
*Free Booklet*

*Send for one*

### Hess Warming & Ventilating Co.

710 Tacoma Bldg., CHICAGO

## Will ship you one on 30 days' trial



PATENT PENDING

NEEDHAM, IND., April 17th, '05.

B. S. CONSTANT CO., Bloomington, Ill.

GENTLEMEN:—Having tried your No. 4 U. S. Corn Sheller and tested it thoroughly, must say it will surprise any grain man as to its make-up and what it will do.

It does not crack the grain any more than the other makes so universally used; I hardly think as much.

It runs easily and will shell more according to its size. All iron; no hopping; small space it occupies, interchangeable concaves, and the fact that every piece is bolted from the outside, makes it a very desirable machine.

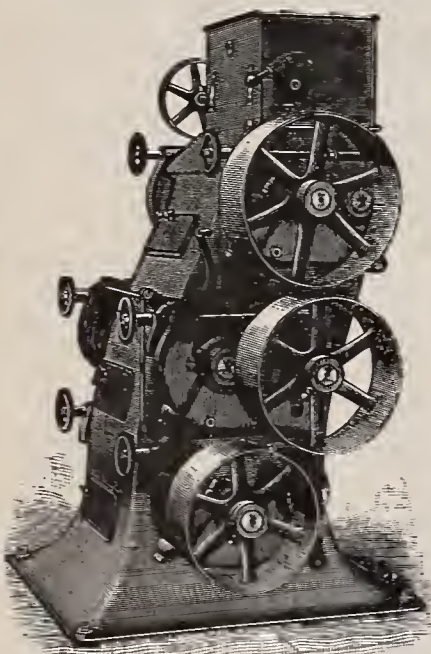
It has the best principles and it has eliminated the objectional features common to most all other shellers.

I certainly recommend this sheller to anyone who wants a good machine; one that will free your mind from the worry common to the older ones. Yours with best wishes for the U. S., E. M. FISHER.

*If interested, send for catalogue  
and prices.*

## B. S. CONSTANT CO.

BLOOMINGTON—ILLINOIS



3-PAIR-HIGH, SIX-ROLLER MILL.

## CUSTOM WORK!

UTILIZE YOUR POWER  
BY OPERATING A GOOD MILL FOR GRINDING

### ...FEED AND MEAL... —IT PAYS—

WE MANUFACTURE

THREE-ROLL, TWO-BREAK MILLS, 2 Sizes.

THREE-PAIR HIGH, SIX-ROLLER MILLS, 4 Sizes.

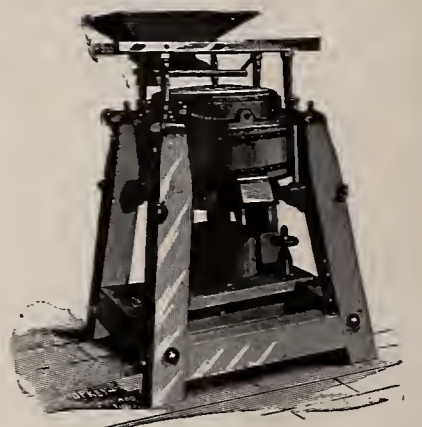
TWO-PAIR HIGH, FOUR-ROLLER MILLS, 5 Sizes,

...And...

PORTABLE FRENCH BUHR MILLS,

85' Sizes and Styles.

SEND FOR BOOK ON MILLS.



VERTICAL  
UNDER RUNNERS,  
UPPER RUNNERS,  
PULLEY AND GEAR DRIVES.

## ELEVATOR SUPPLIES AND POWER CONNECTIONS.

ROPE DRIVES, GEARING, CORN SHELLERS and CLEANERS, GRAIN CLEANERS.

### DUST COLLECTORS (Tubular, Automatic).

### CUPS.

We manufacture Elevator Cups for all purposes, and make a greater number of sizes than found in any standard list. Our Cups have greater capacity than others of same rated size; for instance, our 3½x3 inch, list price 9c., has as much capacity as others 3½x3½ inch, list price 10c. Our prices are right.

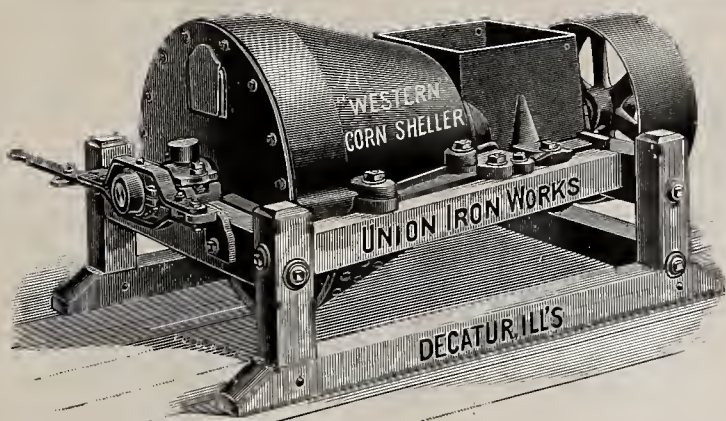
CORRESPONDENCE SOLICITED.

### NORDYKE & MARMON CO.,

### INDIANAPOLIS, INDIANA, U. S. A.

FLOURING MILL ENGINEERS, IRON FOUNDERS AND MACHINISTS. ESTABLISHED 1851.





"Western" Warehouse Sheller

WRITE FOR CATALOG WITH CUTS AND FULL  
DESCRIPTIONS TO

## UNION IRON WORKS

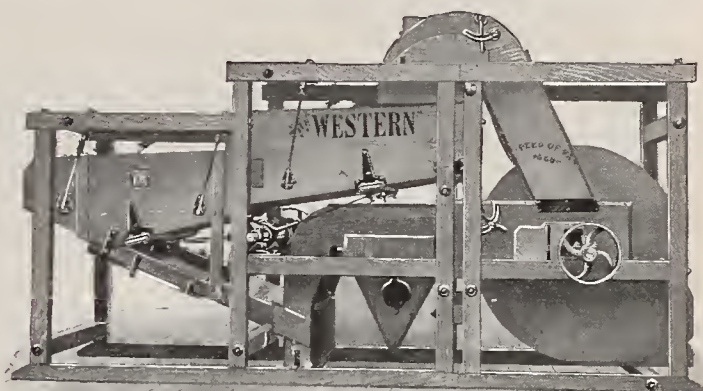
DECATUR, ILL.

Are You Building a New Elevator?  
Are You Remodeling Your Old One?

IF SO, EQUIP IT WITH

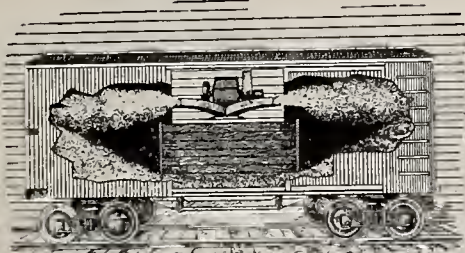
### "Western" Machinery

Plans furnished  
upon application



"Western" Shaker Cleaner

## The Boss Car Loader



which is shown in the accompanying cut, is without doubt the best car loader on the market.

For particulars, write to

**Maroa Mfg. Co.**

Maroa, Ill.

## SCIENTIFIC IN SIMPLICITY EFFICIENCY UNRIVALED IN

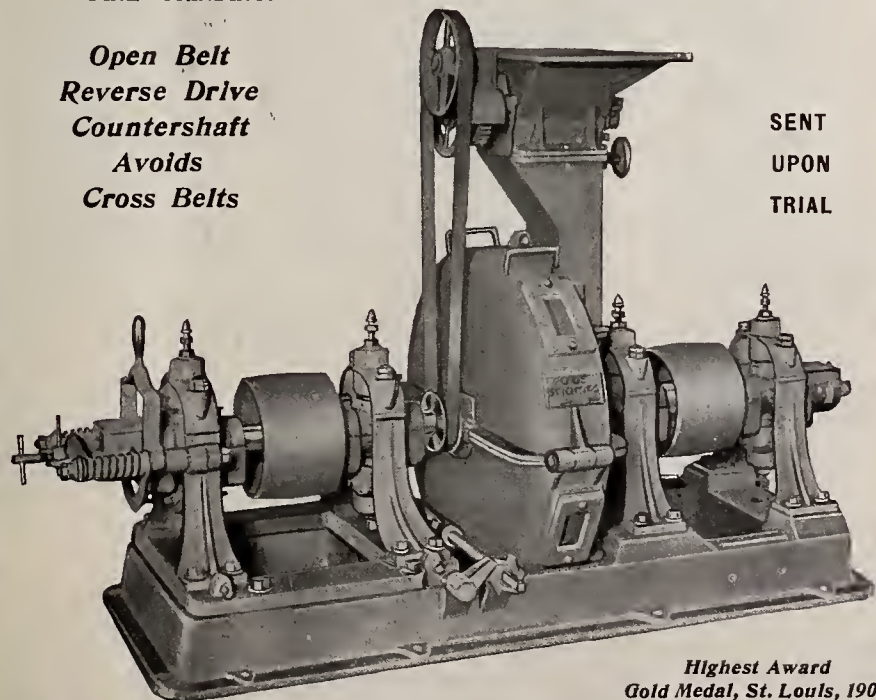
*The Standard of the Trade*

Modern in design—perfect in detail—correct in construction

## Less Power AND More Work

Interchangeable ring oiling bearings, quick release, automatic relief springs, duplex ball bearings, force feed, renewable eye to feeding head, quick plate changing device, **EASIEST TRAMMED MILL.**  
Grinds ear corn, chop feed, bran, offal, cracks corn, etc., **FAST, FINE GRINDING.**

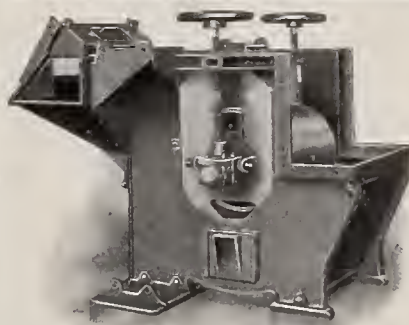
Open Belt  
Reverse Drive  
Countershaft  
Avoids  
Cross Belts



SENT  
UPON  
TRIAL

Highest Award  
Gold Medal, St. Louis, 1904

**THE FOOS MFG. CO.** EST. 1878 **Springfield, Ohio**



16-inch pulley—16-inch face.

**NON-CHOKING.**

SEND FOR  
Catalogue "L"

## 100 PER CENT GAINED!

That is a big increase, but is the direct result in every elevator where the

### HALL NON-CHOKABLE BOOT

displaces the ordinary kind, and is done with less power, quicker, and uniformly day after day the year 'round. But that is not all. Being automatic, no attention is required while elevating, and chokes cannot occur, saving the expense of repairs, mutilating of cups and belts, besides reducing your fire hazard to zero.

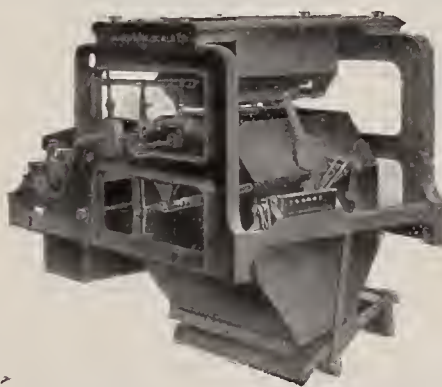
SENT ON TRIAL.

**HALL DISTRIBUTOR CO.**

506  
First Nat. Bank Bldg.  
Omaha, Neb.

BEST ON EARTH

## Richardson Automatic Grain Scale



Grain Accurately  
weighed while  
running into car.

Weights recorded.

Automatic,

Reliable,

Durable.

Gold Medal St. Louis, 1904

Eleven years' service in U. S.

2,000 in actual successful  
service.

No failures; all satisfied.

WRITE FOR PARTICULARS.

**SMITH & SMITH,** Selling Agents  
122 Monroe Street, :: :: CHICAGO

**RICHARDSON SCALE CO.**

14-20 PARK ROW, NEW YORK



BAGGING MACHINE.



# Machine = Molded Gears

We manufacture a very complete line of Gears 1-inch pitch and larger; they are noted for their strength, durability, true rims, accurate pitch and smooth running. Hence they are highly efficient and economical. If you use gears you should have our Catalogue No. 27.

**H. W. CALDWELL & SON CO.,** Western Ave., 17th to 18th Sts., **Chicago**

Branch Office: 95 Liberty Street, New York City

Agents: Woodward, Wight & Co., Ltd., New Orleans

1

## ALFALFA

The Williams Pat. Alfalfa Hay  
**CUTTER and GRINDER**

Write For Bulletin No. 6.

**THE WILLIAMS PAT. CRUSHER & PULVERIZER CO.**  
2705 N. Broadway, St. Louis, Mo.

## ECONOMY PITLESS

PATENTED

**WAGON and STOCK SCALE**

Steel Joist, Steel Frame,  
NO PIT TO DIG,  
Frame Only 9 in. High



Original Pitless Wagon Scale. 15 Years on the Market with a Perfect Record  
Thousands in daily use by the most prominent railroads, elevators, mills and grain dealers

Write for Catalogue, Etc.

**McDONALD BROS., P. O. Box No. 123, Pleasant Hill, Mo.**



## Fairbanks Scales

won the Grand Prize at the Louisiana Purchase Exposition, St. Louis, 1904, for the very reason that you ought to use them,

*They Are the Best*

Fairbanks-Morse Gasoline Engine is the most economical power for Elevator or Mill use. By using it one man can often run the whole elevator.

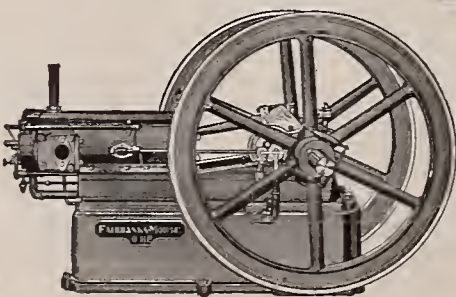
Send for Catalogue No. 544.

**Fairbanks, Morse & Co.**

SALESHOUSES:

Chicago, Ill.  
Detroit, Mich.  
Cincinnati, O.  
Cleveland, O.  
Indianapolis, Ind.  
St. Louis, Mo.  
St. Paul, Minn.  
Louisville, Ky.

Minneapolis, Minn.  
Kansas City, Mo.  
Omaha, Neb.  
Denver, Colo.  
San Francisco, Cal.  
Los Angeles, Cal.  
Salt Lake City, Utah  
Portland, Ore.



## Cyclone Dust Collector



MANUFACTURED BY

**The Knickerbocker Co.**

**JACKSON, MICH**



## MINNEAPOLIS DUSTLESS WAREHOUSE AND ELEVATOR SEPARATOR



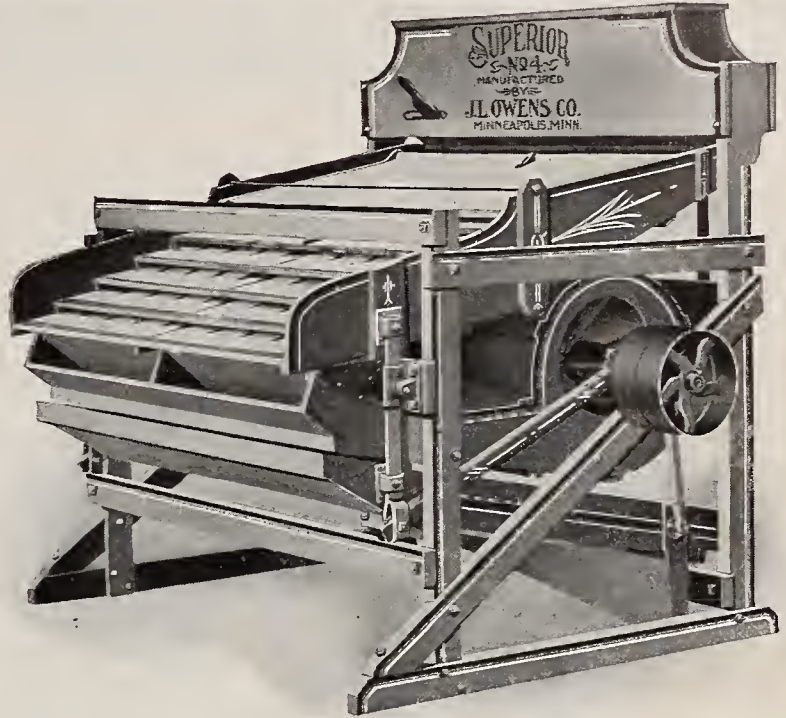
Embodies all the features necessary to make a first-class machine.  
Will do better work and more of it than any cleaner on the market.  
Better made, runs easier and will last longer than any machine made.  
PRICE RIGHT.

Write for catalog and prices of our complete line of Elevator and Warehouse Separators and Flax Receivers, Etc.

**J. L. OWENS CO.** 615 SUPERIOR ST. S. E. MINNEAPOLIS, MINN.

## SUPERIOR No. 4 COMBINATION MACHINE

FOR SEPARATING OATS FROM WHEAT AND OATS FROM BARLEY  
AND A GENERAL CLEANER  
FOR ELEVATOR, WAREHOUSE, FLOUR AND FEED MILL PURPOSES

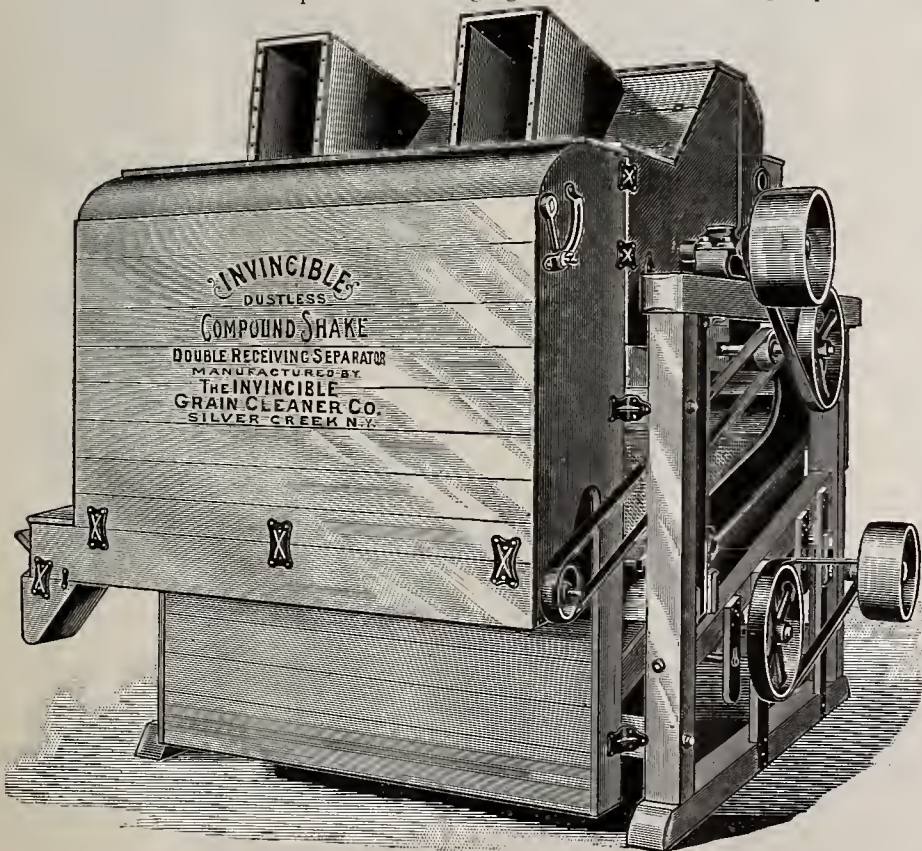


Positively the BEST and MOST PERFECT SUCCOTASH SEPARATOR made, and will hold its own for general purposes, cleaning wheat, oats, barley, rye, flax, corn, beans, peas, seeds of all kinds, doing the work thoroughly, and has a large capacity. Requires but one horsepower.

Order one on 30 days' trial.

## GET THE BEST

The INVINCIBLE Compound shake HIGH-GRADE Separators.  
No shake, no tremble, run perfectly steady. Can be placed anywhere in the elevator.  
The INVINCIBLE Compound shake high-grade Double Receiving Separator.



**INVINCIBLE GRAIN CLEANER COMPANY**  
SILVER CREEK, N. Y., U. S. A.

— REPRESENTED BY —  
W. J. Scott, 406 Traders' Bldg., Chicago, Ill.  
Edward A. Ordway, 612 Exchange Bldg., Kansas City, Mo.  
Chas. H. Scott, 307 So. 3d Street, Minneapolis, Minn.  
J. N. Bacon, Blacherne Block, Indianapolis, Ind.  
N. B. Trask, Lochiel Hotel, Harrisburg, Pa.  
Portland Iron Works, Portland, Ore.

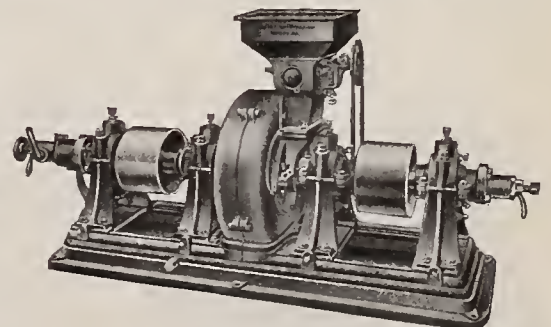
## YOUR FEED BUSINESS

can be largely increased by installing a feed grinder that will turn out satisfactory products. The

### Monarch Attrition Mill

is the one that is found in the plants of the most successful feed grinders, because it is the one mill that meets all requirements. Don't suppose for an instant that this branch of the business can be neglected and still make money. Modern competition demands that it be kept in a high state of efficiency. This is possible only when a **MONARCH** is used.

We build our mill with Phosphor-bronze interchangeable bearings; cable-chain oilers; double movable base; safety spring; quick release; relief spring; special adjustable three-pulley drive; hammered steel shafting and ball bearings. In fact, we make it as good as we know how. We will send one on trial, or a catalog describing the complete line, if you will simply drop us a card expressing your preference.



**SPROUT, WALDRON & CO.**

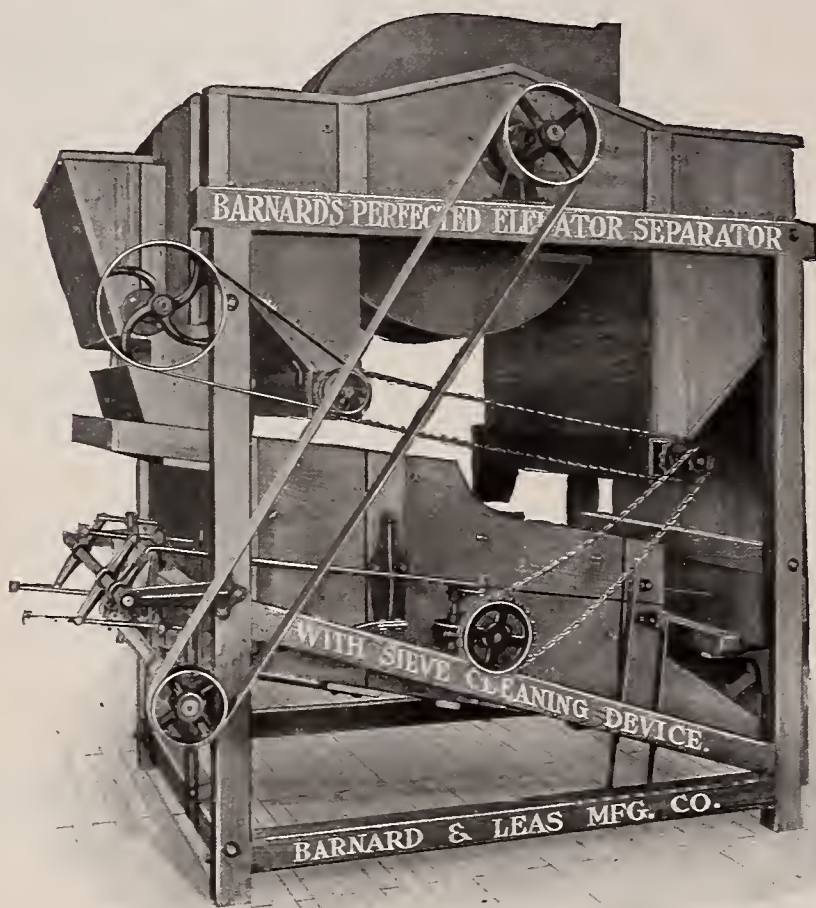
North Western Branch:  
22-28 and 30 Corn Exchange, MINNEAPOLIS, MINN.

Box 320, Muncy, Pa.



# Barnard & Leas Mfg. Co.

## Barnard's Perfected Separator



### With Sieve Cleaning Device

Our Sieve-Cleaning Device is the greatest improvement made in Separators in recent years. It results in keeping the Sieves perfectly clean at all times and insures positive and uniform work. With this device the Separator is entirely automatic and requires almost no attention.

We make the only successful "Air Circuit Separator" and a full line of Feed Mills, Corn Shellers and Cleaners, Oat Clippers, etc.

We furnish everything necessary to thoroughly equip elevators of all kinds and capacities.

Send for latest circulars.

# MOLINE



# ILLINOIS

## SEEDS

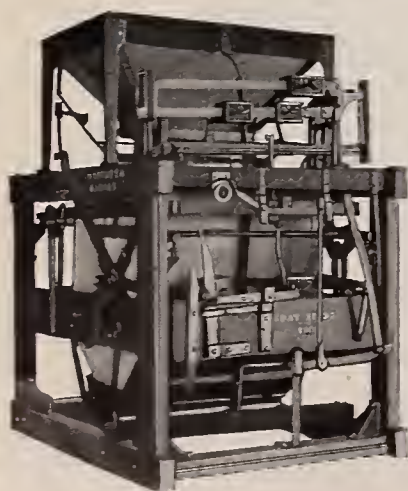
THE ALBERT DICKINSON CO.

DEALERS IN

GRASS SEEDS, CLOVERS, FLAX SEED, LAWN GRASS, BEANS, PEAS, POP CORN, BIRD SEEDS, BUCKWHEAT, BAGS, ETC.

CHICAGO, ILL.

BRANCH: MINNEAPOLIS, MINN



HAS NO EQUAL

### The McLeod Automatic Grain Scale

Weighs grain accurately while running into cars, bins or sacks.

Weights recorded. Reliable and durable. Prices reasonable. Sold on approval. You cannot buy a better scale at any price. Write for particulars.

McLeod Bros., Marietta, Kan.

## Riter-Conley Mfg. Co.,

Manufacturers,  
Engineers,  
Contractors.

Grain Elevators of Steel,

ALSO

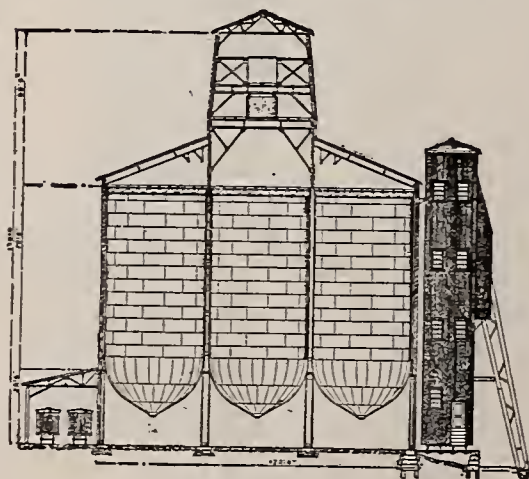
Gas Holders with Steel Tanks

Water and Oil Tanks,  
Steel Buildings,  
Steel Stacks and  
Steel Construction of  
Every Description.

Designed, Furnished and Erected  
in All Parts of the World.

General Office, Water Street, Pittsburg.  
New York Office, Trinity Building,  
111 Broadway.

LONG-DISTANCE TELEPHONE CONNECTIONS



Cross-section of Great Northern Elevator furnished by us at Buffalo, N. Y. Three million bushels' capacity. Steel throughout.

# APRIL

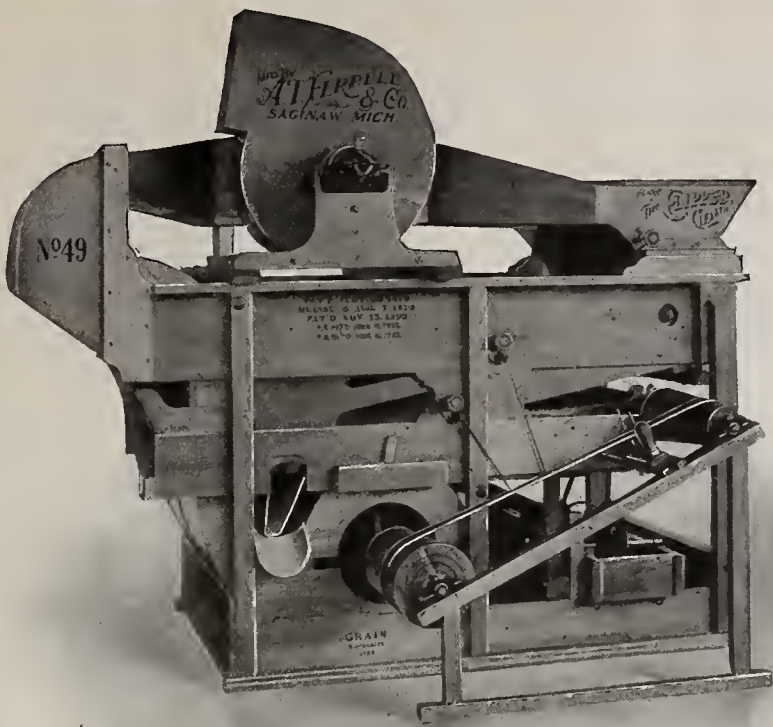
## "GRAPHITE"

A SPECIAL ILLUSTRATED NUMBER  
CONTAINING SEASONABLE TALKS ON  
GOOD PAINT AND GOOD PAINTING.  
Copies free upon request.

Joseph Dixon Crucible Co., Jersey City, N. J.



# DON'T BE AFRAID!



## "Clipper" Cleaners Make the Cleaning Proposition Easy

After you have paid out good money for worthless cleaners, and have had the experience and disappointment of having them turn out to be miserable failures, you will begin to realize that you were handicapped from the start by not having a "CLIPPER" to do the work.

"CLIPPER" CLEANERS are the ACME of PERFECTION, and wherever used are DIVIDEND PAYERS FROM THE START. They are the only successful combination cleaners on the market adapted to cleaning all kinds of grains and all kinds of seeds, also beans and peas, equal to ANY SPECIAL CLEANER DESIGNED ESPECIALLY FOR ONE KIND OF WORK.

"CLIPPER" CLEANERS are made by skilled workmen, of the best materials obtainable, and sold upon their merits upon a solid guarantee of satisfaction. Catalogue and further information upon request.

**A. T. FERRELL & CO.,** - **Saginaw, Mich.**

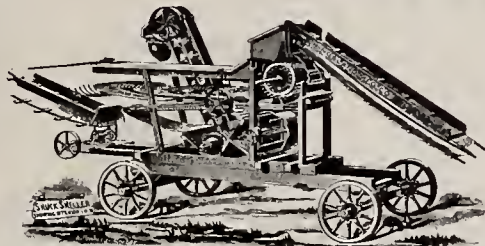
### CLEVELAND ELEVATOR BUCKET CO., Manufacturers of the "FULLER" PATENT STEEL ELEVATOR BUCKETS



Suitable for Mills, Elevators, Ear Corn, Cobs, Clay, Ores, Broken Stone, Coal, Sand and other extra heavy substances. General Office and Works: 226 St. Clair St., Cleveland, O., U. S. A.

### KINGSLAND MFG. CO.

Offices: 1521 North 11th St., St. Louis, Mo.



Improved Shuck Sheller showing interior view.

The only Sheller for years which has successfully shelled corn

WITH OR WITHOUT  
THE SHUCK ON.

**WRITE FOR CATALOGUE**

### BE SURE



To equip your Grain Elevator Building with our light self-lifting passenger lifts. Strong and substantially made.

**INEXPENSIVE, QUICK**

No more work climbing stairs. Cost no more than stairways and take up one-quarter the room. Correspondence invited.

**SIDNEY ELEVATOR MFG. CO.**  
Sole Manufacturers SIDNEY, OHIO

## The Largest Order

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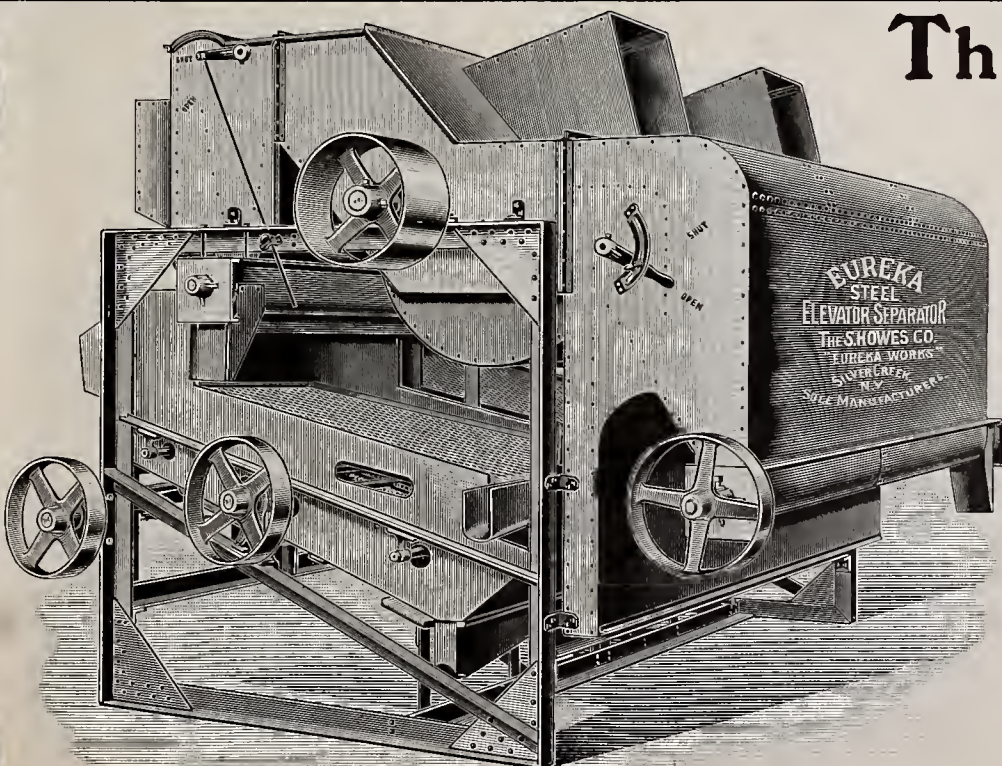
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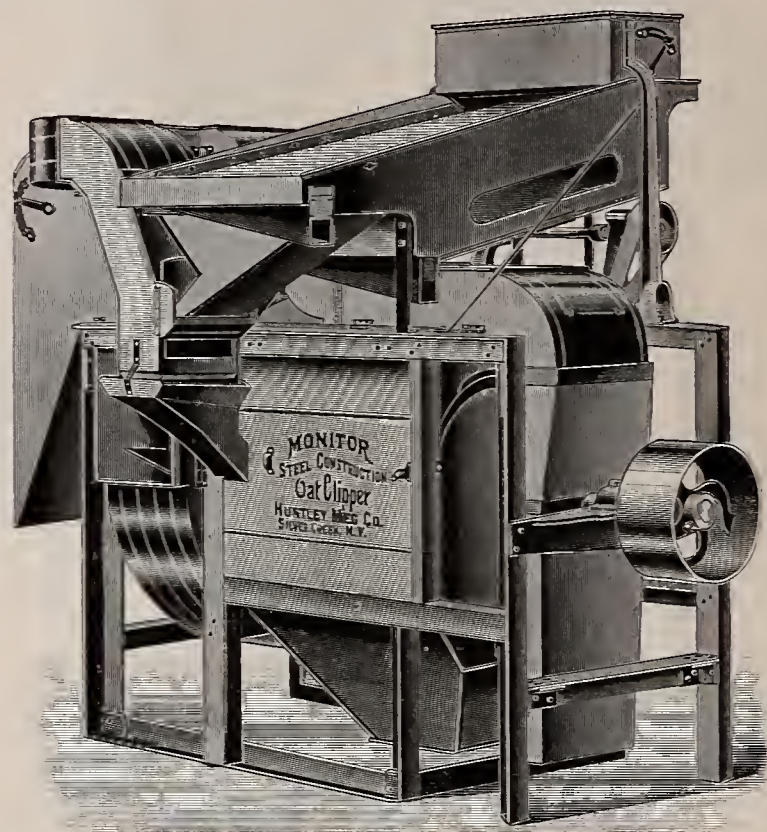
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## A Practically Indestructible Machine The Monitor Steel Construction Oat Clipper

This Oat Clipper is made throughout of steel construction and is practically indestructible from fire, wear or other causes. A decided advantage in many cases over the wood constructed type.

It follows the general lines of construction that have made our regular Oat Clippers the standard of excellence in the country.

It is made, however, only in larger sizes with capacities ranging from 400 to 1,500 bushels per hour.

We also make a Warehouse Separator of all steel construction, and the large number of orders which we have received during the past year for both the Oat Clipper and Warehouse Separator indicates that there is an actual need for steel machines of the superb Monitor type of construction.

Our illustrated catalogue, detailing all our lines of Elevator and Warehouse Machines, Flax and Seed Cleaners, is merely awaiting your request to have it go forward without delay.

Whether you contemplate purchases or not you should have this catalogue before you, so that when you are in the market you will be in touch with the latest and best in Warehouse and Elevator Machines.



# UNTLEY MFG. CO.

## SILVER CREEK, N.Y. U.S.A.

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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

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SINGLE COPY, TEN CENTS.



ELEVATOR AT ST. BONIFACE, MAN., OF THE INTERNATIONAL ELEVATOR COMPANY, LTD.  
Designed and erected by the Barnett & Record Co. of Minneapolis.



## THE INTERNATIONAL ELEVATOR AT ST. BONIFACE, MAN.

The new elevator built at St. Boniface, Man., by the International Elevator Co. of Winnipeg and which is shown on the preceding page, presents some interesting features in modern elevator construction and equipment.

The site of the elevator at St. Boniface is about three miles from Winnipeg. It is located in the outer angle formed by the crossing of the Canadian Pacific and Canadian Northern Railways. The elevator is one of the highest structures in Manitoba and makes a feature of the landscape.

The International Elevator Co., who owns it, was formed by the consolidation of the Colonial Elevator Co. and the Andrews-Gage Grain Co. The contract was let to the Barnett & Record Co. of Minneapolis, who commenced the construction in November last. The structure was completed April 1 of the current year, so that the period of construction was all in the winter months.

The foundations of the house are of concrete. The power house is of brick and fireproof construction, 40x80 feet, with a coal shed 40x40 feet. The elevator is 42x60 feet in size, with tower 14 feet square at one end, and a track shed 60x20 feet on one side. The elevator is 160 feet high and is equipped with four stands of elevators with 18x8-inch buckets. There are three 2,000-bushel garnerers and three 108,000-lb. hopper scales; with 1,800-bushel scale hoppers; three Universal Distributing Spouts for distributing grain from scale hoppers; two car-loading spouts; two of the largest size Monitor Receiving Separators and one of the largest size Monitor Scourers.

The capacity of the elevator is 125,000 bushels. The maximum handling capacity of the elevator is about 50 cars per day. The spouting facilities in this elevator are exceptionally good. On a test of the distributing spouts and car loaders 88,000 pounds of wheat were loaded into a car from the scale hopper in three minutes and ten seconds.

The power plant is equipped with two 200-horsepower boilers, one 300-horsepower Twin City Corliss Engine, one 300-horsepower Cookson Feed Water Heater, Blake Vertical Boiler Feed Pump, Fairbanks-Morse Fire Pump and Circulating Pump and Burnham Deep-well Pump, also a De Laval Steam Turbine Engine with direct-connected generator, 7½ kilowatts, for electric lighting purposes.

The elevator is equipped with complete dust-collecting system installed by H. L. Day. The elevator legs are equipped with Soule Automatic Choke Alarm, and the scale hoppers are furnished with the Neale Indicator. There is a passenger elevator in the stairway tower from first floor to top floor of cupola. The power is transmitted to the various machines by means of rope drives. The power-transmission machinery was furnished by the Weller Manufacturing Co. of Chicago. The building is equipped with electric and mechanical signals for operating purposes and fire service.

The elevator has been in continuous operation since the first of April.

## NEW CONTRACT CORN GRADES.

Milwaukee has followed Chicago's lead in the matter of contract corn, the Chamber of Commerce having voted on May 17 to make No. 3 corn, No. 3 yellow corn and No. 3 white corn deliverable on contracts at a discount of 5 cents per bushel from the contract price, where Chicago warehouse receipts are deliverable on contracts in the market. The change is effective July 1.

There was some confusion among corn traders on the floor of the Philadelphia Commercial Exchange when the action of the Chicago Board of Trade in the matter of contract corn was announced, but the new rules were soon comprehended and caused little inconvenience. In closing up existing contracts for corn deliverable on and after July 1, all orders must now distinctly specify

"old style," as without such specification the lower grades might be delivered at five cents per bushel discount, which would not settle up the existing contracts, which require a delivery of No. 2 corn.

Large operators in the Philadelphia market expressed themselves as pleased with the change. E. L. Rogers, of E. L. Rogers & Co., said that, while the move in Chicago would have no direct bearing upon the cash buyer of corn in the Philadelphia market, it would have an indirect and most happy influence on the trade generally, as it would permit both the buyer and seller to "hedge" with a greater degree of safety and confidence.

## A. J. MORRIS.

The railroad seems to be a good training school of young men for the grain business. It is not merely that an esoteric connection with the railroad is valuable to the prospective shipper or receiver, but the habit of promptness and careful attention to detail that the best kind of railroading requires is an enforced acquisition of



A. J. MORRIS, HOUSTON, TEX.

one who would at all succeed at it. These habits become a valuable asset, then, for a young man in any line of active business. So at least A. J. Morris, of O. P. Jackson & Co., Houston, Texas, finds it.

Born at Lebanon, Tenn., in 1875, he was educated in Waco, Texas, to which place the family removed in 1886. He entered railroad employ at 20, working in various capacities, including a position in the general freight office of the Southern Pacific at Houston, where he remained until a few months ago, when he became junior partner of O. P. Jackson & Co., dealers at wholesale and retail in grain, hay and feedstuffs.

It is rumored that a systematic effort is being made to corner the bean market. Michigan dealers are said to be behind the movement, but are trying to get the New York people into line. The visible supply of beans in Michigan is reported at 500 to 550 cars, or nearly 300 cars less than the usual supply at this time of year.

In an attempt to secure No. 1 Northern wheat for delivery on May contracts a Minneapolis elevator company sought to induce the Soo and the Great Northern to rush four trainloads of wheat from Winnipeg to Minneapolis. The offer was made on May 26 and the wheat was to be laid down at Minneapolis on May 29 under a penalty agreement. Neither road would take the business on this basis. It is claimed that the men who planned the deal would have been able to buy the wheat in Winnipeg, pay the freight and duty and still have made a profit.

## HOW A GRAIN DRIER SAVED \$25,000.

A notable incident occurred at New Orleans a short time ago, showing the value of suitable appliances for drying and conditioning grain, not only to the parties financially concerned, but to the reputation of the port itself, for in many ports the damaged grain, which is the subject of the story, would have been thrown overboard or sold for a trifle.

The steamship Arimatea had loaded a cargo of corn and miscellaneous freight at New Orleans, destined for Adriatic ports. When the steamer was all ready to sail, fire broke out among some cotton and in extinguishing the flames a vast quantity of water was pumped into the hatch and as a consequence the corn, which amounted to about 60,000 bushels, was badly damaged by steam as well as by water.

"As soon as the fire was extinguished," writes Alfred H. Clement in the New Orleans Daily States, "we discharged the damaged cargo to ascertain the amount of destruction done. Upon first examination it appeared that the grain was hopelessly ruined. As it was necessary to move the corn immediately we asked for bids from the principal local grain firms and the highest one received was \$5,800 for the entire shipment, which was less than 10 cents a bushel, while the invoice price was 55 cents.

"The services of W. L. Richeson, chief grain inspector of the Board of Trade, were then secured, and upon his advice we decided to unload the grain from the steamer into the Westwego grain elevator. Under the management of Mr. Richeson and George W. Roth, superintendent of the Westwego Elevator, the grain was thoroughly dried and the bulk of it put back into the ship in a sound condition and exported."

The grain was run through a Hess Grain Drier, and Mr. Clement adds: "We dried the grain almost as rapidly as it came out of the hold, so that when the last was discharged the reconditioned grain was ready to be put back in the ship. There was no detention and practically no loss of time. The net results show a saving to the underwriters of some \$25,000 from the highest bid."

Surely the result was gratifying to all concerned and the incident is one which other ports might ponder.

## OPPOSED TO CHANGING DEMUR- RAGE LAW.

The New England Grain Dealers' Association is making a determined fight against the proposed change in the Connecticut demurrage law, which is now up for consideration before the legislature. The present law allows 96 hours for the unloading of carloads of grain and other carload freight, but the New Haven road has petitioned the legislature for its repeal, alleging that it places a heavy burden on the railroad because of the heavy per diem paid on cars received from Western connections.

The association contends that in common fairness the 96 hours should be allowed because of the conditions governing the Eastern grain trade. It is pointed out that in Western states where the 48-hour rule is in effect elevators have their own sidetracks and other facilities for the rapid handling of grain, whereas in Connecticut quite a large proportion of carload grain must be teamed from cars.

The increased size of the average carload is another feature. Eight to ten years ago the average carload of oats was 1,000 bushels. Now the average is easily 1,500 bushels and yet it is sought to curtail the unloading time for this increased quantity.

Much of the delay in unloading cars, it is alleged, is due to the way in which railroads handle shipments. It is a common experience for a grain dealer to have four or five cars arrive at one time, although shipped weeks apart, yet it is only by a special "claim" for refund of demurrage that he may have over 96 hours for the entire five cars.



The Association states that the complaining road is not entirely free from responsibility for delays of this kind. Dozens of cases have been brought to the attention of the Association of cars taking from 30 to 50 days to get from one station on the road to another. These were almost entirely foreign cars on which per diemage was being paid to the western railroad without the consignee having a chance to unload if he wished.

By inference the Association asks for a "square deal," calling attention to the constitutionality of the reciprocal demurrage law of Virginia, and the efforts to enact similar laws in Michigan and Minnesota.

### J. C. WRIGHT & SON.

Papillion, Neb., suffered for a number of years, after the burning of the Clarke Elevator, as a grain market, having no storage or proper handling capacity for grain. Within the last few weeks, however, the Younglove & Boggess Company of Mason City, Neb., have built for J. C. Wright & Son the house shown in the accompanying engraving, which



ELEVATOR BUILDINGS OF J. C. WRIGHT & SON, PAPIILLION, NEB.

fills literally "a long-felt want." The storage capacity is 10,000 bushels, with elevator capacity of 700 to 800 bushels per hour; both of which, under normal conditions, are ample for Papillion's needs.

The elevator, like all of the Younglove & Boggess Company's houses, is substantially built, the foundation being of concrete, the basement having a concrete floor and being rat-proof; while the main building, 16x22x45 feet in size, is built of hemlock 2x4's spiked together.

On the east side of this building is an engine room, 12x14 feet in size, in which is an 8-horsepower Fairbanks-Morse Gasoline Engine. On the south is the driveway, 10x28 feet, and dump with 500-bushel sink in two compartments for handling so many kinds of grain. The bins are hopper bottomed and are filled from turn-head operated from the ground, or working, floor.

The plant is equipped with a feed mill also, so arranged that grain is taken from a hopper and delivered by elevator into the farmer's wagon without handling.

The elevator and its machinery are all first class, and the improvement is highly appreciated by the business men of Papillion, as well as by the farmers who desire to sell their grain there rather than in other towns.

J. C. Wright & Son handle both hard and soft coal and lumber and will make estimates on all other building materials.

Broom corn in Illinois is firm, and sales are reported at \$100 a ton.

### [For the "American Elevator and Grain Trade."] LIABILITY OF COMMISSION MERCHANTS WHO BUY GRAIN AFTER HOURS.

BY J. L. ROSENBERGER.  
A Member of the Chicago Bar.

Section 2 of chapter 225 of the Minnesota laws of 1899 requires a commission merchant, duly licensed to sell grain on commission, to render a true statement to the consignor within 24 hours of making a sale, showing the grain sold, price received, name and address of purchaser, and the date, hour and minute when sold, with vouchers for charges and expenses. The Supreme Court of Minnesota holds (State vs. Edwards, 102 Northwestern Reporter, 697) that this law contemplates an actual purchaser other than the consignee, and the purchase by him of such grain after close of business hours, at the highest price of the day upon the board of trade, is not a sale within the meaning of this act, and a report of such sale to the consignor is not a compliance with its provisions. If the consignee makes such purchase and subsequently sells the same at an advance, such

sale inures to the benefit of the consignor, and a failure to return to him a true statement, as provided, constitutes a violation of the law. The consignor is not estopped from repudiating a purchase of grain by his consignee unless he acquiesces therein and ratifies the same after being fully informed of the entire transaction, including a subsequent sale at a profit. The statement in a criminal complaint that the defendants wilfully and unlawfully made a false report was immaterial. The penalty is imposed for a failure to render the report as provided, irrespective of intent, and it is immaterial that the consignee acted in good faith and in accordance with the custom of commission merchants in that locality.

The law, the report says, did not prohibit the defendants from engaging in the business of directly buying and dealing in grain, but, so far as shown, they did not take advantage of that privilege and take out a license for that purpose. Having held themselves out as commission merchants to sell grain on commission, the defendants entered into an obligation to use their knowledge and position in disposing of the grain for the greatest benefit of their patrons, and were required to take all reasonable and usual means and precautions to dispose of the grain to the best advantage of the consignor immediately upon its arrival; and if for good reason they failed to dispose of it on the day of its arrival, and it was necessary to sell it at private sale after business hours of the board of trade, or to carry the grain over the day, the same duty followed them, and they were still re-

quired to exercise reasonable diligence on behalf of the shipper. They could not shift such responsibility by bidding in the property for themselves after business hours and subsequently turn it over to someone else at a profit, and not be held accountable therefor.

The record in this case conclusively showed that on the day following the purchase by the defendants the car, without being unloaded, was disposed of by them to an elevator company at an advance of one-half cent a bushel. Under the law of agency, such sale, the court says, inured to the benefit of the defendants' principal, and the attempted sale to themselves, as testified to by their agent, was prima facie a nullity. The court could not accept as applicable to this case the proposition that if the shipper made no protest after receiving the report of the alleged sale and the proceeds thereof he thereby accepted and ratified the sale. On the other hand it was the duty of the defendants to clearly show that the shipper not only knew that the same was made to themselves, upon which point the report of sale was silent, but that he also knew that subsequently they sold the flax at an advanced price, and, being possessed of all these facts, he accepted the proceeds of the sale to the defendants as final, and waived his right to profits on account of the subsequent sale.

The defendants' business was conducted through their local manager and, the court says, it might be admitted they were acting in good faith, in accordance with the custom of commission merchants in Duluth, and the agent may in good faith have been endeavoring to comply with the law in making the stated reports, but the question of good faith or intent was not involved in this action. If, under such circumstances, a sale to themselves was unauthorized and prohibited, the defendants could not avoid the effect of the statute in failing to report the sale which they did make, no matter what their intentions may have been. The statute makes the act criminal without regard to intent. It was immaterial that it was the custom of commission merchants at Duluth to buy grain at the highest figure for the day in case not sold on the market. They could not make that lawful which was unlawful, and it was just such irregularities that the statute was intended to correct.

The statute (chapter 225 of the laws of 1899), the court holds, is constitutional, and not in conflict with the federal constitution as an interference with interstate commerce. The law, the court says, applies to all shipments, from beyond as well as within the state. The object of the statute is to protect the public in its dealings with commission merchants against an infringement upon the rights of shippers of grain. Indeed, the law might be open to the objection of an unjust discrimination were its benefits conferred only upon citizens of the state. The question of transportation is not involved. The provisions involved in this case take no account of the grain as an article of commerce until it has been sold, and, even then, only to require the consignee to make a true report of the transaction within a reasonable time. The subject matter of the law as applicable to this case no more relates to interstate commerce than the criminal statutes which protect grain from larceny after the arrival within the borders of the state. The court fancies there is no crying demand on the part of the citizens of sister states to be excluded from the benefit of these protective measures.

In the Wisconsin legislature the assembly committee on railroads has introduced a bill giving the railroad commissioners power to designate the sites, outside of cities, on which railroad companies and others may erect grain and other warehouses.

John C. Fears, superintendent of the Illinois Central elevators at New Orleans, has resigned as a member of New Orleans Board of Police Commissioners. Mr. Fears' time is fully occupied with the details of rebuilding the Stuyvesant Docks and elevators.



## HANDLING GRAIN IN THE ARGENTINE.

"We have frequently had occasion to draw attention to the very primitive methods in vogue throughout the country for the handling of our grain harvest, and this is one of the points which most impresses visitors from the United States and Canada, who come to have a look around," says the Review of the River Plate. "Taking all things into consideration it is really wonderful that we are able to handle our crops as we do. In the States and Canada there exist grain elevators at all the principal producing centers, but in this country we have nothing like this except at Rosario and Buenos Aires. Our farmers have always had an objection to work with elevators, and all that they want to do is to sell their grain, leaving to the buyers and exporters to treat it as they think best. Those who have watched shipping operations at any of our ports will have noticed how very frequently the grain is classified at the port before being placed on board, whereas all this work should be done away from the ports, so as not to hinder shipping operations.

"Then again we have the question of the storage of grain at our stations, with the corresponding complaints against the railway companies that they do not provide sufficient accommodation to allow buyers to classify their grain, making use of the railway grounds for this purpose. It is true that some of the largest firms have their own premises at important centers, but these are in the minority. The whole system of the handling of the grain is wrong, and if our crops are to continue increasing it is absolutely essential that steps be taken to obtain the construction of elevators throughout the country, and that we adopt those measures which have proved so satisfactory in the States and Canada. This is all the more necessary on account of the few ports that we have available for shipping operations on a large scale."

Subsequently the Review quoted, on taking counsel of the subject matter, adds the following, which is singularly accurate in the corroboration of Mr. Delany's incidental statement as to the reasons why there are no "country elevators" in Argentina. The Review says:

"We had a long conversation the other day with Mr. Lahitte of the Department of Agriculture, in connection with the question of elevators, and he informed us that he was preparing a report on this question for the minister. When writing last week on this subject we stated that visitors from Canada and the States were surprised that there was virtually no elevator business in the country, whereas in those countries a large trade was carried on. On going carefully into the matter we have come to the conclusion that Argentina does not require elevators in the interior, nor yet at the ports; all that is required are granaries for the storage of the grain, whilst it is waiting carriage by rail or shipment at the ports. The reasons on which we have based our argument are that Argentina is not a grain dealing country, due to the fact that we have no internal consumption worth speaking about. Our farmers, as soon as they have thrashed their grain, sell direct to the merchant or the exporter, and these accumulate their purchases at various centers, keeping in only so long as they may require for their shipping operations. As regards the cleaning of the grain, there is no necessity for this, as it costs more to clean on this side than in Europe, and again the impurities separated from the grain have no market on this side, whereas they command a ready sale in Europe.

"In the States and Canada, for example, there is a very large local market, and it is due to this that there are so many elevators, as the grain has to be kept for several months. With us it is quite the reverse; the millers have ample accommodation for all the wheat that they may require to buy for their milling operations, and so we have no requirement for elevators. The farmer does not want to store his wheat, he simply wants to sell it as soon as it is ready, and there are very few who would allow their wheat to go into the elevator, as they are so very suspicious and ignorant. The buyers, or, as they are called locally, 'acopiadores,' have no use for elevators; in some instances they have their own sheds and deposits, and if not, then they simply store in the open and cover the stacks with tarpaulins, taking the risk of damage from the

weather. Experience has shown that the losses from this system are not heavy, and as the cost is reduced to a minimum, it suits them in every way. The exporter desires to get rid of his purchase as soon as he can, and all that he requires is good accommodation at the ports, so that his stuff can be put on board with as little delay as possible. It will be years before the country will have any use for elevators, as not until the population is ten times its present number will there be any considerable home market. We are an exporting country, and not a storing one. If any further proof were required of the uselessness of elevators, we have only to refer to those already built in the port of Buenos Aires, which are used more for deposits for grain and general merchandise than for elevator purposes for grain cleaning, etc. What the country requires is that the farmers should build themselves granaries, and that plenty of storage capacity should be provided at the stations, and, above all, that every facility be given at the ports so as to enhance shipping operations, and thus get the grain out of the country as quickly as possible."

## H. C. HATTERSCHEID.

A frequent visitor at Western associations of grain men, and one with whom very many dealers in the states beyond the Mississippi are acquainted,



H. C. HATTERSCHEID.

is H. C. Hatterscheid, Northwestern solicitor for W. R. Mumford Company of Chicago. As far as the meeting of grain men is concerned, it might properly be termed, from the representative travelers' standpoint, a "round-up." While on the road he deals with each firm individually; at the meeting he treats with them collectively. It is a time for taking stock of old and new customers and forming judicious plans for augmenting his firm's line of paying patrons.

It is then that a representative should show his mettle. For, no less than he, the country shipper is taking stock of the men with whom he is now doing or would do business, and looking for those qualities in each man which he believes would be the best indication that their possessor could successfully handle his interests in the terminal market.

Mr. Hatterscheid, in respect to having the confidence of the trade, has shown exemplary qualities which merit it. He started in the grain business in 1894 with running a country elevator, and has served in all the capacities which relate to the country end of the business. As a stepping-stone in the onward progress he took a position with W. R. Mumford Company about three years ago, and since that time has made it his chief concern to secure as much patronage for the Chicago firm as possible. He makes his headquarters at Corwith, Iowa, and is a regular visitor in all surrounding sections.

Hutchinson, Minn., citizens want a hay market established in some central location in that city.

## INTERSTATE COMMERCE DECISIONS.

The Interstate Commerce Commission has announced decisions in a number of cases involving rates on hay and grain.

In the case of the St. Louis Hay and Grain Company against the Mobile & Ohio, Illinois Central, Louisville & Nashville and Southern Railway companies, growing out of reconsignment charges on hay from East St. Louis, it was held that such reconsignment is in the nature of a special privilege which the carrier may concede, but which the shipper cannot demand as a matter of lawful right. Nevertheless, it is held that the carriers may not unjustly discriminate between markets or individuals in the granting of such privileges.

The Commission holds that the rates on reconsignments of hay from warehouses in East St. Louis to points south of the Ohio River, amounting to 2 cents more than the proportional rate from East St. Louis on through shipments, are unjust and unreasonable, and that complainant is entitled to reparation.

In the case of the same company against the C., B. & Q. and other railroads delivering hay at East St. Louis, the Commission ruled that: When a carload of hay destined to East St. Louis, Ill., is delivered by the carrier at a warehouse designated by the shipper or consignee prior to arrival in that city, or to the proper switching road, or is placed upon the team track of the carrier, if no specific delivery is named, the car has been properly delivered and the carrier may insist that the consignee shall accept such delivery; and in case the consignee intercepts and sells the carload while upon a hold track, after arrival at East St. Louis but before such delivery, he thereby accepts delivery. If the consignee, instead of removing the hay from the car so delivered, sells it to complainant, and a carrier, upon an order of the original consignee or of complainant, moves the car to complainant's storehouse in East St. Louis, that is a new and entirely independent service on reconsignment performed entirely within the state of Illinois, of which this Commission has no jurisdiction; but it is considered that Congress might, directly or through the Commission, require that shippers shall be allowed a certain time after arrival in East St. Louis to designate the point of delivery for interstate shipments, and that such delivery be made accordingly.

Two cases brought by H. B. Pitts & Son of Marshall, Texas, were decided. The first case was against the St. Louis & San Francisco Railroad and the Texas & Pacific Railway for an overcharge growing out of the transportation of two carloads of snapped corn from Grove, I. T., to Marshall, Texas. On one carload defendants exacted a charge of 44½ cents per 100 pounds, and on the other 31½ cents. The only published rates in effect and applicable to the shipments were an interstate rate of the former company of 21 cents per 100 pounds, plus 25 per cent for the transportation to Paris, Texas, and a proportional rate of the latter for transportation from Paris to Marshall of 14½ cents, except that the T. & P. company's tariff provided that lower combinations by other roads would be protected. Upon one shipment the tariff purporting to name the rates was an association tariff consisting of 296 pages, filled with notes, exceptions and special references, indicated by a host of arbitrary signs, and was so involved that the freight officials of the carriers could not agree, and the auditor of the Commission found it difficult to determine the rate applying.

The Commission held that the rate of the St. L. & S. F. Company for the transportation to Paris was excessive and unreasonable to the extent that it exceeded 21 cents per 100 pounds; that the proportional rate of the T. & P. Company of 14½ cents per 100 pounds is assumed to be reasonable; that complainants are entitled to reparation to the extent that the charges exacted from them exceeded 35½ cents per 100 pounds; and that it is



the duty of railroad companies, under the act to regulate commerce, to print, publish and file tariffs showing rates which are so simplified that persons of ordinary comprehension can understand them; and that a notation in the tariff of one carrier making reference to the tariff of some competing carrier does not meet the requirement of the law that the rate charged shall be published and filed.

The second case, against the Atchison, Topeka & Santa Fe Railway and others, was brought to recover certain overcharges upon seven carloads of hay transported from Robinson and La Junta, Colo., and Dodge City, Kan., to Marshall, Jefferson and Kildare, Texas. The Commission held that the proportional rates per 100 pounds charged by the Santa Fe Company were excessive and unreasonable to the extent that they exceeded 21 cents for the transportation to Fort Worth, Texas, and those of the Texas & Pacific Company excessive and unreasonable to the extent that they exceeded 15 cents for the transportation from Fort Worth to the destinations named, and that complainant is entitled to reparation from the A., T. & S. F. Railway in the sum of \$196.84, and from the T. & P. Railway in the sum of \$51.95, with interest from August 1, 1903. Neither the International & Great Northern Railroad nor the Missouri, Kansas & Texas Railway was a party to the transportation here in question, and as to those carriers the complaint was dismissed.

### WHEAT SMUGGLERS FINED.

The first attempt of the federal government to stop the smuggling of wheat across the Canadian boundary line has resulted in the conviction of five

### HARROUN ELEVATOR WRECKED.

A tornado which swept over Elwood, Kan., across the river from St. Joseph, Mo., recently, partially destroyed the 500,000-bushel house of the Harroun

at work on the scale floor had no warning of the approach of the storm and were buried under the falling timbers.

The elevator was built in 1900 at a cost of \$80,000 and was one of the best in that part of the



HARROUN ELEVATOR AT ELWOOD, KAN., WRECKED BY TORNADO.

Elevator Company and resulted in the death of two men, Harry Smith and John Goodby, who were at work on the scale floor when the storm struck the building. Two others, John Chambers and

country. It is announced that the wrecked portion will be rebuilt at once.

### SEMI-CENTENNIAL OF THE SOO.

In this present month of June occurs the fiftieth anniversary of the completion of the first canal at Sault Ste. Marie. So vast has been the progress of the world since that date that it is almost impossible to believe that even so late as fifty years ago Lake Superior was practically an unsailed sea, says the Marine Review. With the exception of a few little schooners, probably not more than half a dozen, there was nothing on that mighty lake except the birch bark canoe of the Indian and the bateaux of the French voyagers. What a striking exhibition of progress it would be to have one of the latter-day 10,000-ton ships lying alongside one of these canoes; and yet the contrast, striking as it is, is really a faithful portrayal of the development of the past fifty years. How singularly fitting it is, therefore, that the event which has established navigation between Lake Superior and Lake Huron and which unlocked the rich treasury of the Northwest country should be commemorated. Certainly no single act has contributed more to the material welfare of this country than the building of the Sault Ste. Marie canal, now the leading canal in point of tonnage in the world.

It so happens that nature was very prodigal in depositing iron ore in the Lake Superior country. These deposits are unrivaled in quantity and form the mainstay of lake transportation as they also form the mainstay of the iron industry of the nation. They contribute fully three-fourths of all the ore that is consumed in the furnaces of the United States and are so readily transported from the mines to the furnaces as to give to the nation an undoubted supremacy in the manufacture of iron and steel. Add to these the immense grain and flour tonnage passing through the "Soo," and one need not be surprised to learn that the tonnage of the Soo is three times greater than that of the Suez canal, whose opening revolutionized the commerce of the world.

Hill & Woods, grain dealers of Lima, Ohio, have withdrawn the charges of discrimination before the state railroad commissioner against the Northern Ohio and Lake Erie & Western railroads in consideration of a reduction of the rate from Buckland to Lima from 4 cents to 3½ cents via Lake Erie & Western.



HARROUN ELEVATOR AT ELWOOD, KAN., BEFORE THE STORM.

Canadian farmers. The men pleaded guilty before Judge Amidon in the United States Court at Fargo, N. D., on May 23 and were fined.

Frank Halliday, against whom five indictments were returned, was fined \$100, while the other four men, E. J. Shaw, T. Reynolds, W. Kells and I. Stevenson, were each fined \$50. The reason the fines were made so light was that these were the first prosecutions and the government confiscated the wheat, teams and wagons, which amounted from \$300 to \$600 for each man.

Thomas McCoy, were injured, the former seriously and the latter slightly.

From the accompanying illustrations it will be seen the damage was confined principally to the upper portion of the building. The house was 155 feet high and the part that collapsed was that which extended above the bin story, about 70 feet in height. The lower part of the structure, from the ground to the top of the bins, is intact.

The full force of the tornado evidently struck the building from the south or southwest. The men



## IOWA GRAIN MEN MEET IN FIFTH ANNUAL CONVENTION.

A large attendance of Iowa grain dealers was present at the fifth annual meeting of the Iowa Grain Dealers' Association, which was held in the lodge hall of the Elk Club, Des Moines, on May 17 and 18.

In opening the meeting, President Jay A. King of Nevada, Iowa, said that they were gathered together to look over the past year's work and make plans for the future. He extended a welcome both to the dealers present who were members and to those who were not, and thanked those who were to appear on the program. The program had been arranged on educational lines, and he hoped it would be enjoyed by all. The aim of the Association had been to conduct its affairs in a just and right manner.

"Our Association," he said, "cannot run for one locality alone, but must serve the interests of the whole state. The Association had never tried to control prices of grain, and often the secretary did not know what was paid for grain. You have all heard of the grain special train, and I feel that it is due the gentlemen who had that matter in charge to say something about it. Mr. Wells was largely the one who got up the grain special. He put in something like nine weeks on the train, and I think he deserves the thanks of the Association for his work."

J. S. Trigg, editor of the Iowa State Register, called attention to the importance of securing better seed for farmers, and thought that the state should make an appropriation which should aid in the work.

Prof. P. G. Holden, of the Iowa Agricultural College; Mr. Atkinson, editor of the Homestead, and John R. Sage, of the Iowa Weather Bureau, followed in short addresses on the same subject.

H. A. Foss, chief weighmaster of the Chicago Board of Trade, read a paper, from which we take the following:

### SUPERVISION OF WEIGHTS AT CHICAGO AND COUNTRY POINTS—TRACK SCALES VS. HOPPER SCALES.

Mr. President and Gentlemen:—I am asked to give an outline of the methods of the weighing department of the Chicago Board of Trade, which are relied upon to produce first-class results. I take pleasure in responding to this request, and take the opportunity of pointing out by comparison a few things which shippers also may do to help secure satisfactory returns for themselves. I have also added a few notes on a subject brought up last year regarding track and hopper scales.

The work in detail lines up in about the following manner: First, it is necessary to provide for protection of cars from thieves after reaching the neighborhood of the city. Railroad yards, as a rule, are located in remote parts of large cities and this, together with the fact that they attract to their neighborhood numbers of petty pilferers, makes special protection necessary. For this reason, the department maintains a detective service covering all railroads in Cook County where cars of grain stand awaiting inspection and unloading. The purpose is to prevent pilfering, and during the last year alone our department secured the arrests of 133 grain thieves, of whom 119 were convicted of the charges brought against them. While the conditions in this connection are not entirely satisfactory, I am pleased to state that they show a decided improvement over the past.

The first official handling of the contents of cars of grain occurs when they arrive at the Chicago Inspection Yards, whereupon the seals are broken by an officer of the State Grain Inspection Department to permit of inspection and sampling by the state inspectors and by receivers' agents. The cars are then resealed and ordered to the various unloading points, where they are unloaded and weighed under the supervision of the Board of Trade weighing department. At each of these points we have one or more men stationed to look after this work.

There are various classes of unloading points, including all public and private elevators, transfer and malt houses, railroad transfer yards, mills and some large wholesale feed stores. This includes practically all places where grain is handled, with the exception of team tracks. The weighing at the latter places, amounting to about 2 per cent of the whole, is looked after by the various railroad companies and is not under the supervision of the Chicago Board of Trade.

Now, when a car is at hand ready to be weighed, the deputy from the weighing department, in order to prevent shortages, or at least to secure accurate weights of the grain in that car at that time, has a multitude of duties to perform. Among the most important I mention a few:

First—He records the results of an examination of

each car, made either by himself or by the truckman.

Second—He makes a careful examination of the scale and, if out of order, requires a test, which is made by us without charge. Our scale testing outfit consists of 50,000 pounds of United States Standard test weights, as well as a complete outfit for keeping the test weights and hanger weights in perfect seal. We also have a set of fine Standards, sealed by the United States government, which we use to verify our working standards by. We aim to test all scales at least twice a year, and oftener, if necessary.

Third—He tries to prevent waste of grain.

Fourth—He requires that cars be thoroughly cleaned out and swept with a broom in order that all grain may be accounted for.

Fifth—He watches against error. The weights in every case are verified by some recording device, check letter system, or by recording the denominations of the weights used in weighing.

Sixth—He sees that the weighing is made forthwith. That is, any extra handling of grain before weighing or the use of attachments for the purpose of blowing and cleaning grain that might in any way affect the weight, is not permitted. In a word, any condition that might be conducive to shortage is not tolerated.

Finally—He sends in a full report to the office when every particular has been given due consideration, the grain has been properly weighed and the details carefully recorded.

This is a brief history of the treatment accorded



PRESIDENT JAY A. KING.

to each car. This history, with that of hundreds of thousands of other cars, is kept in systematic files at the weighmaster's office.

I do not believe that the same amount of care is exercised in weighing and loading grain at the average shipping point as at Chicago. Of course, I realize that the facilities for weighing and handling grain at country points are not always the best, but I believe that the shippers should use every possible precaution to prevent mistakes in weighing and loading. We have visited and investigated a great many country stations, and our experiences in this connection have proved to us that there are many causes for differences in weights at loading points that could be eliminated with a little care on the part of the shipper. His field of activity lies chiefly in three directions, as follows:

First—He may prevent shortages by inspection of cars. As a matter of special importance, it cannot be too often stated that cars should be carefully examined before loading. Bad coopering has cost the shippers of grain an enormous amount. To give you an idea of the number of cars that arrive at terminal points leaking, I will state that the reports of my deputy weighmen during the first four months of this year show that 7,420 cars arrived in a leaking condition, which in the case of 1,734 cars was due to defective grain doors, in the case of 4,376 to defective car boxes, and in the case of 1,310 to leaks over grain doors.

Second—He may prevent shortage claims due to charging car with grain not delivered to that car. Such charges occur in at least five different ways:

a. For instance, it is a common practice to buy grain from farmers, weigh it and put it into elevator bins and, upon the accumulation of enough for shipment, it is loaded into cars without being reweighed. Many days may elapse before this grain is loaded. It is an easy matter for a wagonload or more to go into other bins than those for which they are intended, and should such a mixture occur, a large discrepancy is the result and the shipper has a grievance against the terminal market and the railroad company.

b. Then too, grain loaded from bins may be short on account of the bins failing to run clean, and in this connection I would like to impress upon you the necessity of examining such bins after loading.

c. Further, many country houses have turn-heads leading both to bins and to the car

spouts, and through the failure of the operator of the house to properly set the turnhead, grain intended for cars may be delivered to bins and vice versa. This is most likely to occur when alternately receiving house and car grain. No doubt, if turnheads could talk, they would be able to explain away many shortages.

d. Then again, grain is often loaded as it is bought from the farmer, and there is chance for one or more wagonloads to go into the wrong car. In checking up the loading weights and figures in cases of shortage, I have often noticed that the amounts of discrepancy correspond closely to a wagonload or hopper scale draft.

e. And so, too, in using hopper scales, one should never weigh two drafts of the same amount in succession. I consider even draft weighing a dangerous practice, as in such weighing, there is much chance either to miss a draft or enter one that has not been weighed. Where the loader has other duties to perform than weighing, he should enter his drafts at the time the grain is dropped, and not postpone it until he has done some other work; neither should he enter a draft until after he has opened the scale, else he is liable to miss a draft or enter one twice.

Third—He may prevent shortages by care in estimating weights when car cannot be weighed. To those of you who do not weigh the grain you load, but determine the amount by estimating or rely upon grain lines, let me say that there is a great variation in the density of even the same kind of grain, so that the grain lines, as an indication of the grain capacity of cars, are necessarily wrong, except with grain weighing a certain test weight per bushel. Therefore, when you attempt to determine, without weighing, the amounts of grain you load, you must take into consideration the variation in the test weight of the grain. For instance, if a shipper were to load two cars of the same size and to the same depth, one with oats testing 32 pounds to the bushel and the other with oats testing 27 pounds, he would have considerably more weight in one car than in the other. Hence, there would be an apparent shortage on one car. There is a greater variation in the density of oats than in any other kind of grain. In fact, I have handled oats the density of which varied nearly 100 per cent, but all grains will vary to a greater or less extent.

Such an effort as I have outlined, to eliminate the causes of difference in weight, if made by all shippers to the Chicago market, would, I am safe in saying, reduce the claims for shortages fully 60 per cent.

Such attention to weights in Chicago and at primary points as I have described cannot fail to be of the greatest benefit to the trade in general, and every effort made with that purpose will be worthy of the approval of every man in the grain business.

Jos. H. Warren, supervisor of weights at St. Louis, read a paper on "Merchants' Exchange Supervision of Weights at St. Louis and East St. Louis." One of the interesting points, to Iowa grain men, brought out in the report, was that at the present time nearly all the elevators, warehouses and mills in East St. Louis and St. Louis have Merchants' Exchange deputies in their houses. During 1904 the department succeeded in placing its men in all the important malt houses and breweries in the two cities.

J. A. Schmitz, scale expert of the Chicago Board of Trade weighing department, in reply to questions, brought out the following: That a wagon scale could not be properly tested with a 50-pound weight because, if it were out one ounce, it would not show. If the scale was off one ounce it would make a difference of one and one-half bushels in a thousand bushels. A foundation should go below the frost line. Extension levers should not be used when possible to get along without them. Concrete of crushed stone or gravel gave the best foundations for scales. A short scale is easier to keep in repair than the long scale, and all new scales should be inspected.

### EVENING SESSION.

The evening session opened with an address by S. H. Smith, supervising inspector of the Illinois State Grain Inspection Department at Chicago. He explained how grain is inspected in the department and how the merit system of promotion tends to keep only the best men on the force. He said that since hearing Mr. Trigg's address he understood why the percentage of No. 2 corn had fallen off from 60 per cent about 15 years ago to 6 per cent last year. It was because corn had deteriorated in quality and no longer graded No. 2, as formerly.

W. H. Chambers of Minneapolis talked upon the subject of shortages and read statistics which he



had compiled showing shortages and averages on grain weighed at the Kasota Elevator and shipped to different markets. The tables showed the difference in weights at destination from the weights at origin, and there seemed to be no explanation for the various shortages or averages.

President King thanked Messrs. Foos, Schuyler and Schmitz and Mr. Cowan and Mr. Smith for their attendance and interesting talks, after which the meeting adjourned.

#### THURSDAY MORNING.

President King called the Thursday morning session to order at 10 a. m. and Secretary Wells read the following paper, prepared by J. C. Goodwin, chief weighmaster at Kansas City:

Under existing conditions the matter of obtaining correct weights is accomplished only by the utmost vigilance and untiring effort on the part of every employe of the department, and I may say that it is due to this perfect unity of purpose that this department has attained such a degree of perfection.

I will now give a few facts and figures pertaining to the work.

We have 65 different places where weighing is done under our supervision, which includes all the public and private elevators, all team tracks; in fact, all grain that is sold under the rules of the Board of Trade is handled under our care. We have men stationed at all railroad yards on the lookout for cars arriving in bad condition, leaking, seals broken, and pilfering, who report to this office on the day of finding, giving as much information as possible regarding consignee, where carded, etc.

At elevators where the scales are located at top of house, we have two deputies. One man on the working floor who notes the condition of car upon arrival at the elevator, takes seal record, sees that cars are properly swept and all grain elevated, when he signals man on scale floor who supervises the weighing of same, looks to garner and hopper slides, turnheads, spouts and scales balances. The instructions to the men are very positive to keep each other informed about everything pertaining to the handling of grain above and below, and as the positions are held strictly on the merits of the men, we are assured of the best service. We also have supervisors who visit each house at least once a day and make a thorough inspection of all equipment used in loading and unloading grain, also see that the deputies are attending strictly to their duty.

It is a rule in this market after car is inspected to reseal same with numbered seals furnished by the Inspection Department. The same applies to any cars that may be resampled, thus insuring a clear seal record.

The department employs as many as 75 men during the busy season and not less than 40 during the year, the positions being held strictly on merit, we at once realizing that the only way to obtain the best result is to have a system and enforce it to the letter. The result of this speaks for itself in the success of the department.

Would offer the following suggestions to shippers: The first thing a shipper should do is to have a proper way to determine how much grain he loads in a car, and the only way that this can be done is to have a good scale with a good foundation, plumb and level, which is the great trouble with the majority of country scales. A good foundation is just as essential as the levers of the scale, the scale free from bind, clean, and in perfect seal, also that spouts under scale are perfectly free and do not leak. Scales should be tested any time you have the least doubt that they are not weighing correctly, and at least twice a year by a competent scale man with sufficient test weights, as they are just as likely to weigh to your disadvantage as in your favor.

The next is the condition of the car. Care should be taken to see that the car is properly coopered; that the lumber used in constructing the grain door is substantial enough so that it will not bulge and allow grain to leak while in transit. Another thing I would like to mention in this connection is the practice of nailing a board over the space between the floor and bottom of lining, which makes a continuous lining to the floor and forms a pocket which holds all the grain that sifts through the cracks and broken places in the lining above. This should not be done, as we cannot compel elevator employes to destroy railroad equipment, which is the stand they take when asked to tear the boards out. The condition of the box should also be taken into consideration, loose siding, bulged ends, holes in floor, door posts, and possible leaks at king bolts.

Now we come to the seals. Shippers should see that cars are properly sealed and record kept of same after loading, because when cars arrive at destination showing leakage or in bad condition, seals broken, doors open, etc., it greatly facilitates in tracing and locating cause of same when all records at point of origin are clear. After you have taken all these precautions you feel firmly convinced that car has left your station in good condition, containing a definite amount of grain. If nothing happens while in transit you can rest assured that if car is sent to Kansas City you will receive returns showing weight to be as near yours as it is possible, allowing a natural shrinkage. Out of 44,980 cars received in this market from July 1, 1904, to April 1, 1905, 3,093 cars arrived leaking at grain door; 14,842 at other places and 6,137 with seals broken, which shows about 54 per cent of total number of cars received here arrived in bad order.

Secretary Geo. A. Wells read his report, as follows:

#### SECRETARY'S REPORT.

Mr. President and Members of the Iowa Grain Dealers' Association.

Gentlemen:—This is the fifth anniversary of the Iowa Grain Dealers' Association, and as secretary I am pleased to present my annual report.

#### MEMBERSHIP.

Our membership includes \$90 elevators with all dues absolutely paid in full. This is the fourth consecutive year that we have made the record of having no delinquent dues. It is certainly evidence of the good character and loyalty of our membership.

During the past year several of our members have been called by death, among whom are the following, to wit: E. D. Dyrar, of the Western Elevator Co., Winona, Minn.; William Schwarting, of Schwarting & Co., Walcott, Iowa; C. E. Austin, of Austin & Hartwig, Williams, Iowa; N. L. Barnes, Calamus, Iowa, and Joseph McCoy, Stanwood, Iowa.

On Saturday morning, May 6 last, Mr. Phil Dietz of Walcott, Iowa, died of heart trouble. He was a member of our governing board, and had continuously held that office since this Association was organized. Mr. Dietz was an excellent adviser and always willing to give his services for the good of the Association. We have lost in him a friend and an efficient officer.

#### GRAIN CROPS AND THEIR DISTRIBUTION.

The business of the grain dealers of this state consists in buying and shipping the small surplus



J. C. GOODWIN,  
Chief Weighmaster at Kansas City.

above local consumption of corn, oats, barley and rye.

The Iowa crops of 1904, as computed by Director Sage, are as follows, to wit:

	Bushels.	Average yield.
Winter wheat.....	1,017,000	14.3 bu. per acre
Spring wheat.....	7,085,000	9.1 bu. per acre
Corn .....	323,853,000	36 bu. per acre
Oats .....	118,436,000	29.4 bu. per acre
Rye .....	1,517,000	15 bu. per acre
Barley .....	12,318,000	25 bu. per acre
Flax .....	591,000	11 bu. per acre

Total.....464,817,000

Can the price of Iowa land be held at \$75 to \$125 per acre on these low average yields?

The 1904 crops of corn and oats grown in the surplus-producing states west of Lake Michigan and the Illinois and Indiana state line, according to government statistics, are as follows, to wit:

	Corn. Bushels.	Oats. Bushels.
South Dakota.....	43,855,000	27,825,000
Minnesota .....	41,809,000	85,178,000
Iowa .....	303,039,000	122,323,000
Missouri .....	151,523,000	16,266,000
Kansas .....	134,610,000	16,955,000
Nebraska .....	260,942,000	57,908,000
Illinois .....	344,134,000	117,342,000
Wisconsin .....	45,120,000	86,735,000

Total .....

The total receipts of corn and oats at the terminal market gateways of this territory for 1904 are as follows, to wit:

	Corn. Bushels.	Oats. Bushels.
Chicago .....	100,543,000	73,023,000
St. Louis .....	18,246,000	17,109,000
Minneapolis .....	4,269,000	25,848,000
Peoria .....	19,576,000	10,695,000
Kansas City .....	14,187,000	4,675,000
Milwaukee .....	2,964,000	7,462,000
Memphis .....	3,762,000	6,185,000

Total .....

144,997,000

These figures indicate that only about 12½ per cent of the corn and 27 per cent of the oats produced in this territory pass through the hands of the country grain dealers to these terminal markets.

The wheat is practically all milled locally; thus it may be estimated that the amount of the different kinds of grain passing through country elevators in Iowa, including all the barley, rye and flax as being shipped, is about as follows, to wit:

12½ per cent, total crop of corn.....	40,481,000 bu.
27 per cent, total crop of oats.....	31,977,000 bu.
100 per cent, total crop of rye.....	1,517,000 bu.
100 per cent, total crop of barley.....	12,318,000 bu.
100 per cent, total crop of flax.....	591,000 bu.

\$6,884,000 bu.

In other words, of the 464,817,000 bushels of all kinds of grain produced in Iowa, only \$6,884,000 bushels, or about 18 per cent, is sold as surplus through the country elevators.

There are about 1,800 grain buyers in the entire state of Iowa who operate facilities for handling and storing grain at about 950 stations, thus averaging about two elevators at each station, and according to the above estimate on total amount of crop shipped would give an average yearly volume of about 48,250 bushels of all kinds of grain for each grain dealer in Iowa.

I have also recently secured by statements from the dealers direct the actual figures of the yearly volumes of grain handled by about five hundred representative elevators in this state, and the average for the crop years 1902, 1903 and 1904 figures about 49,250 bushels per elevator, and you will note the close comparison of the two estimates taken from entirely separate sources.

About 400 of these elevators are operated by line elevator companies having terminal facilities; about 200 elevators are owned by firms operating from two to ten elevators each without terminal facilities, and the remaining 1,200 are operated by individual local dealers having only one house each, and this includes also about 30 farmers' co-operative elevators.

These estimates, while not perhaps positively accurate, are sufficient to show that the grain dealer is a very small factor in having to do with the value of the grain crops of this state, and that the farm consumption and the business of feeding live stock determines the farmers revenue on about 82 per cent of all the grain produced on the farms of Iowa.

I have made considerable investigation as to the average prices that have been paid for grain by the dealers in different localities in Iowa during the past five years, and I find that the average gross margin of profits taken by the dealers on oats is about 1½ cents and on corn about 1¾ cents per bushel.

The total gross profits on grain taken by the grain dealers of Iowa, not deducting any expense, may be estimated as follows, to wit:

40,481,000 bu. corn at 1¾c.....	\$708,417.00
31,977,000 bu. oats at 1½c.....	479,655.00
1,517,000 bu. rye at 3c.....	45,510.00
591,000 bu. flax at 5c.....	29,550.00
12,318,000 bu. barley at 2½c.....	307,950.00

Total .....

In other words, the farmers of Iowa are paying the grain dealers \$1,571,082 as compensation for providing an open market, and maintaining the necessary facilities for handling their small marketable surplus of grain, amounting to about \$875 as the gross earnings of each elevator, which certainly does not give the grain dealer much compensation for his investment, time and expenses. If the farmers of this state would use their efforts in securing by selection and preparing the seed as instructed by Professor Holden, they could unquestionably add five bushels of corn to each of the nine million acres planted annually, thus increasing the total crop production about fifty million bushels worth fifteen millions of dollars, or ten times as much as the entire compensation received by the grain dealers of this state on all the grain sold by the farmers for shipment.

#### GRADES AND PROFITS.

Grain dealers are inclined to overgrade medium and low-grade grains, which seriously reduces the apparent margins of profit, especially as much of the grain produced in Iowa is low grade. It would be much better for both the dealers and the farmers if the lower grades were bought on their merits and to discriminate more in favor of the good grain, as this would encourage the farmer to improve the quality and still give better margins to the dealer on the lower grades.

The corn crop of last year has been very difficult to handle with profit because of the excessive amount of moisture contained that subjected it to deterioration in store and in transit, besides heavy shrinkage, and large losses have been sustained by the dealers because of the heavy discounts in price and shrinkage in weight.

The inspection of corn at Chicago for seven days, November 15 to 22 last, was as follows, to wit:

No. 2, 18 cars or one-half of 1 per cent.
No. 3, 395 cars or 12½ per cent.
No. 4, 1,381 cars or 43 per cent.

No grade, 1,413 cars or 44 per cent.

Eighty-seven per cent of the corn grading No. 4 and no grade and being discounted from 2 to 10 cents per bushel under No. 3 price, because of excessive moisture content.

The inspection of corn at Chicago from Aug. 1, 1904, to April 1, 1905, is as follows, to wit:

	Cars.
No. 2 yellow.....	1,180
No. 3 yellow.....	14,732
No. 2 white.....	699
No. 3 white.....	5,736
No. 2 .....	757



No. 3 .....	17,019
No. 4 .....	25,369
No grade .....	12,058

Total ..... 77,550

In other words, of the total receipts only 3½ per cent graded No. 2, 48½ per cent graded No. 3, 48 per cent graded No. 4 and no grade.

It is unfortunate for the grain dealer that the farmers and the public always take the price of the highest commercial grade into consideration and estimate the dealers' profits on that basis without allowing anything for loss in grades and shrinkage in weight by evaporation of moisture content.

The last oat crop was much better in quality than in 1903, although the oats planted by farmers in this state are deteriorating in both grade and variety.

The Russian green and the yellow oats are being grown over a large territory and these varieties are usually discriminated against by the buyers in the general markets, the large demand being for the white oats, free from stain and discoloration.

I understand that the problem is to grow a variety of oats free from rust with a strong straw that will hold up the grain on the rich soils when rotated with corn and farmers have found the green and yellow oats more favorable in that regard. Dealers have as a rule been buying these yellow and green oats on a 3 white grade and suffering a discount of from ½ to 1 cent per bushel in the general markets.

The inspection of oats at Chicago, from Aug. 1, 1904, to April 1, 1905, is as follows, to wit:

	Cars.
No. 2 white.....	1,672
No. 3 white.....	10,110
No. 4 white.....	3,359
No. 2 .....	994
No. 3 .....	400
No. 4 .....	188
No grade .....	331
Standard .....	4,970

Total ..... 22,024

30 per cent grade, standard and No. 2 white.  
46 per cent grade No. 3 white.  
15 per cent grade, No. 4 white.  
19 per cent grade No. 2 and 3 mixed, No. 4 and no grade.

25 per cent grade under No. 3 white.

The average modern elevator costs about \$4,000, and it costs something to operate it and maintain an open market so that the farmer can at all times have a market for his single wagonload as well as carload of grain, and the following is a low estimate of such expense:

Interest on \$4,000 invested at 6 per cent.....	\$ 240
Interest on \$1,000 working capital at 6 per cent.....	60
Salary of manager at \$50 per month.....	600
Insurance, taxes, postage, stationery.....	100
Power .....	100
Extra help .....	100

Total ..... \$1,200

The life of an elevator does not exceed over about twenty years, so that the cost of maintaining the property is \$200 annually, besides sundry repairs, so that the lowest cost of operating and maintaining such a business is upwards of \$1,400 per annum.

Much of the grain business in Iowa is conducted in connection with other lines of business, such as live stock, coal, lumber, brick, tile, cement, etc., so that the expense in such cases is not entirely charged to the grain business; otherwise open grain markets could not be maintained at many Iowa stations.

#### TERMINAL CONDITIONS.

Board of Trade organizations at terminal markets are to be commended for the vigorous manner in which they have worked for improved methods, especially in the supervision of weights, Chicago, St. Louis and Kansas City having practically complete supervision of weights with deputy weighers in all elevators directly employed by the respective weighing departments and not in any sense employed by the elevator companies.

The principle of strict discipline is upheld by the weighing departments of these markets and supervision is compulsory with members.

These weighing departments also systematically make record of condition of cars and car seals when arriving at terminals as well as provide police protection to a greater or less extent.

The responsibility of resealing cars after inspection is a mooted question at terminal markets, especially within the state of Illinois, where the Railroad and Warehouse Commission do not assume that responsibility and the railroads do the work in an indifferent and irregular manner, as is shown by the reports of the different weighing departments of the large number of cars arriving without seals.

Carload dockage has been abolished at St. Louis, while Kansas City still takes 100 pounds and Chicago 40 pounds per car.

Chief Grain Inspector Cowen of Chicago has recently shown a disposition to improve the work of that department at Chicago by establishing a sampling department under the direction of a special expert on each kind of grain, an educational feature having in view the purpose of establishing uniform ideas in the minds of all the inspectors and thus secure a more uniform inspection.

While education is good, I believe discipline is extremely necessary and has been lacking in the inspection of grain under the supervision of the Illinois Railway and Warehouse Commission.

I find that the same inspectors are continuously kept in the same yards and not changed about to avoid undue personal influence that might possibly be exercised to influence the work of the inspector. I do not believe an inspector should know one day

where he is to be stationed the next. The general complaint regarding inspections at Chicago seems to be that the "in" inspections are lower than the "out" inspections.

Delayed inspections because of cars being loaded too full for the inspectors to enter the cars necessitating the selling of same subject to reinspection when unloaded often work an injustice to the shipper as the buyer is sometimes inclined to be technical and refuse the car on a declining market, thus giving the shipper the loss of the decline, besides the possibility of extra switching charges.

After July 1, it will be possible, according to new rule of Chicago Board of Trade, to deliver No. 3 grades of corn on future contracts at five cents less than the price of No. 2, which will possibly put a limit on cornered prices of corn.

The Supreme Court of the United States rendered a decision May 8, 1905, holding "That future contracts on the Board of Trade are not gambling transactions; also sustains the Board's of Trade property right in its quotations and enjoins their use in bucket-shops."

#### IMPROVEMENT OF CROPS.

In the spring of 1904 there was distributed by members of this Association among about one thousand farmers of this state small samples of highly bred Reid's yellow dent corn, and the farmers made reports as to the results in blank forms provided for that purpose. The seed did well through the central



SECRETARY GEO. A. WELLS.

latitude of the state, but failed to mature in many instances in the northern part. There were, however, some remarkable results and the distribution of this seed will certainly be beneficial in improving the quality of corn in many localities.

Last December I went to Chicago and presented to the railroad officials of the Chicago-Iowa railroads the idea of conducting a general "Seed Corn Special Train" campaign throughout the state of Iowa, with the result that I was allowed to make up list of station stops, dividing up the junction points between the different roads to economize the work. The following railroads participated:

Chicago, Rock Island & Pacific.

Chicago & Northwestern.

Chicago, Milwaukee & St. Paul.

Illinois Central.

Chicago, Burlington & Quincy.

Des Moines, Iowa Falls & Northern.

Each road providing at their own expense a train consisting of three audience coaches and two private cars, including sleeper and dining car service for Professor Holden and party.

These trains made 570 station stops in 49 days, at which 935 lectures were given, with a total attendance of 110,163, traveling a distance of 7,855 miles.

The work was arduous and monotonous and done without any special compensation to any person connected with it, an educational proposition in every sense. This Association, as well as the farmers of this state, are under much obligation to the persons named below for their assistance in this work:

Prof. P. G. Holden, of Iowa State Agricultural College.

Prof. J. W. Jones, of Iowa State Agricultural College.

Prof. L. G. Michael, of Iowa State Agricultural College.

Mr. M. L. Wilson, of Iowa State Agricultural College.

Mr. M. L. Bowman, of Iowa State Agricultural College.

Mr. M. L. Mosher, of Iowa State Agricultural College.

Prof. A. D. Schamel, Agricultural Department, Washington, D. C.

Mr. J. S. Trigg, editor Iowa State Register, Des Moines, Iowa.

Mr. J. R. Sage, director Weather Bureau, Des Moines, Iowa.

#### SCALE TESTING AND REPAIRING.

In accordance with resolution passed at our annual meeting, May 17, 1904, scale experts were engaged to inspect and test scales for our members and other scale owners on a co-operative plan with a maximum charge of \$3 per scale. We paid out for such services \$1,210.76, and received \$1,116.98, showing a loss of \$93.78. We have learned some things by experience and believe that we can now keep the average cost down to \$3.

We have also concluded that scales that are in a reasonably repairable condition may be repaired by the expert on the ground and we have purchased such apparatus and tools as may be necessary for that purpose, besides three sets of test weights of one thousand pounds each. He is also provided with a supply of the necessary material, such as steel bearings, etc.

Mr. E. J. Nolan is now doing this work directly under my supervision and has no connection whatever with any scale company. I find that local dealers, as a rule, do not understand much about scales and Mr. Nolan is instructed to give all the information regarding construction, testing, etc.

Every grain dealer should have his scales examined at least once a year by an expert, and if all dealers would fall in line with that plan it would quite materially reduce the cost of the work.

#### ARBITRATION.

During the past year we have had no cases for arbitration, although there have been quite a number referred to me, which were settled or adjusted along the lines of previous arbitration decisions.

It might seem at first thought that we were not making much use of arbitration and that the number of cases would increase rather than diminish, which, however, is not a correct view of the matter.

Arbitration is an education and there are not many different kinds of differences in the grain trade. One decision may decide many cases, and besides the enforcement of arbitration has a tendency to make the dealers more careful in making their contracts.

#### GRAIN DEALERS' NATIONAL ASSOCIATION.

The executive officers of this Association voted to withdraw its affiliated membership with the Grain Dealers' National Association, which was done April 1, 1905, and their action is subject to the approval of this organization as a whole.

#### IN GENERAL.

As secretary, I have endeavored to conduct my work in detail according to the policy outlined by the governing board, with the general objects in view of securing for the members all the legitimate benefits possible, by exercising our influence to secure improved conditions, both at country and terminal markets, to elevate the standard of the moral responsibility of our members, to arrange peaceable adjustments of differences as between buyers and sellers, to exercise in the largest and broadest sense all the encouragement possible to improve the yield and quality of the grain crops, and to perform our part as an organization in promoting any work for the public good.

We close the year with a healthy and harmonious membership and I desire to express my sincere appreciation of the general co-operation and friendship of the members and officers.

A motion made by M. McFarlin carried, that the secretary be given a vote of thanks in appreciation of his services, and that the report be published and a copy sent to every dealer in the state.

The treasurer's report showed a balance in the treasury of over \$2,000.

The report of the committee on resolutions was read by B. A. Lockwood and adopted. The resolution expressing sympathy for Capt. M. T. Russell was acted upon separately and carried by a unanimous, rising vote.

Whereas, The Iowa Grain Dealers' Association in convention assembled, learns of the absence of Captain M. T. Russell, our esteemed member and earnest friend of association work, on account of ill health, now, therefore, be it

Resolved, We regret his absence from this convention, feeling the loss of his words of welcome, his hearty hand shake and of his expressions of good cheer, encouragement and good advice, and be it further

Resolved, That we extend to him our fullest sympathy and wish for his speedy recovery to good health and safe return home, that the secretary be instructed to advise him by wire of our best wishes and that a copy of this resolution be forwarded him by mail.

Resolved, That the Association wish to thank Professor Holden and his worthy and efficient assistants for their work in spreading the gospel of better seed corn, and recommend that our officers continue to lend all the assistance they can to encourage and help these men in this very important work, both to the farmers and grain dealers.

Resolved, That the thanks of this Association be extended to Mr. Trigg, Professor Holden, Director Sage and Mr. Atkinson for their instructive addresses.

Resolved, That this Association extend to Mr. W. S. Cowen and Samuel H. Smith, of the Chicago inspection department, its thanks and appreciation of their presence and address, and further that we particularly commend Mr. Cowen for the energetic man-



ner in which he is giving his attention to devising methods which will better the conditions that have existed in the inspection of grain in that market.

Resolved, That we commend the effort of President Roosevelt to obtain from Congress legislation which will prevent rate discrimination and which, we hope, will result in placing all shippers of the country on a parity.

Whereas, The cereal crops of Iowa lie at the very foundation of all its wealth and prosperity, and

Whereas, There is a widespread interest in and appreciation of the importance of thorough investigation and instruction in the principles that underlie successful agriculture, and

Whereas, There exists in this state a pressing need of a comprehensive line of scientific experimentation and research, with a view to securing varieties of cereal grain better adapted to the varying soils and latitudes of the state than those now grown, and the improvement of the crops grown together with a more abundant yield and that the fertility of our lands may remain unimpaired for future generations, and

Whereas, To carry on this work and prosecute vigorous research demanded by the farmers of the state, a corps of instructors and enlargement of the course of instruction will be required, and

Whereas, We confidently believe that money so expended will be better invested than for any other purpose, therefore be it

Resolved, By the Iowa Grain Dealers' Association in session assembled at Des Moines on May 18, 1905, that we unanimously and urgently invite the attention of the members of the legislature to the pressing needs of this most important industry of the state and request specific appropriations in sufficient amounts to conduct a thorough and careful system of experimentation at the experiment station of the Iowa State College of Agriculture of Mechanic Arts, for the purpose of improving the types and quality of the corn, oats, wheat, barley and other cereal grains to be raised in Iowa, of carrying on the necessary extension work in connection therewith, and of disseminating such information as may be obtained on these subjects, to the end that the good soil of Iowa may produce the types of cereals best suited to it, the wealth of the state be thereby increased and the prosperity of the farmers of the state greatly enhanced.

Resolved, That Mr. George A. Wells, as a member of the Iowa State Agricultural and Industrial League, is hereby authorized and requested to make the best endeavor possible, as a member of that organization, to carry into effect the above resolution.

Whereas, During the past year the all wise Providence has called from our midst the following members: E. D. Dyar, of the Western Elevator Co. of Winona, Minn.; William Schwarting, of Schwarting & Co., Walcott, Iowa; C. E. Austin, of Austin & Hartwig, Williams, Iowa; N. L. Barnes of Calamus, Iowa; Joseph McCoy of Stanwood, Iowa, and Phil Dietz of Wolcott, a member of our governing board since the organization of the Association, therefore be it

Resolved, That in the death of these members this Association has sustained a great loss, will miss their influence in association work, and that the secretary extend to the families of the deceased members our sincere sympathy and condolence in their bereavement.

Resolved, That the Association extend its sincere thanks to Mr. H. A. Foss of the Chicago Board of Trade, Mr. James H. Warren of St. Louis and Mr. James G. Goodwin, chief weighmaster, Kansas City, for their interesting papers relative to the weighing methods in their respective markets, and that we commend their continued efforts looking to the betterment of their departments.

Resolved, That we regard the Iowa State Agricultural and Industrial League an effective organization for the purpose of promoting agriculture, and the member of that organization representing this Association is hereby authorized to use of the funds of this Association for the purpose of carrying out the work undertaken by that Association, in proportion to the amounts which may be contributed by the other associations which it represents, and the president is hereby authorized to act as or appoint the requisite number of members to represent this Association in that organization.

Resolved, That Section 2 of Article II of the constitution be stricken out and the following be adopted as Section 2 of Article II: That any regular grain receiver, grain broker, operator of a terminal elevator or commission grain merchant who conducts a reputable business, and confines his or their business to the regular elevator operators, may be eligible to an associate membership in the Iowa Grain Dealers' Association (without payment of fees or dues) when application for such membership is approved by the governing board, and with the understanding that such associate membership shall not entitle such member to vote on or participate in the consideration of matters of policy of the Association.

Whereas, In order to efficiently carry out the work of the Corn Special Train, much assistance was required in addition to what Professor Holden could do personally, and valuable assistance was rendered voluntarily by Prof. J. W. Jones, Prof. L. G. Michael, Mr. M. L. Wilson, Mr. M. L. Bowman, Mr. M. L. Moser, all of the Iowa State Agricultural College; Prof. A. D. Schamel, Agricultural Department, Washington, D. C.; Mr. J. S. Trigg, editor of the Iowa State Register, and Prof. J. R. Sage, director of the Weather Bureau, and

Whereas, The persons above named from the Agricultural College were required to pay out of their private funds some amounts as expenses necessary to be incurred by them, and

Whereas, There is no available money in the funds of the Agricultural College to reimburse them,

Resolved, That fifty dollars be and is hereby appropriated out of the funds of the Iowa Grain Dealers' Association to reimburse those from the college

for the amounts of their private funds paid out by them in this work.

Whereas, Grain dealers suffer much loss because of leakage and stealage of grain in transit and in railroad yards, delays in transit, etc., and that

Railroad companies do not show a disposition to assume responsibility to the shippers for such loss in many cases, and that

Many claims are presented by grain dealers to the railroad companies that are not accompanied with proper evidence to substantiate the same, thus giving the railroad companies much annoyance.

Resolved, That the president be hereby instructed to appoint a committee to be known as "Committee on Railroad Claims," and that it shall be the duty of such committee to carefully examine, when requested, any claims to be submitted by members against railroad companies for their consideration and approval, and when approved such claims to be forwarded by the secretary to the proper railroad official for settlement, the secretary of this Association acting as agent for each member making such claims.

A. Gerstenberg of Chicago made a short address, in which he said he should be glad to see a closer relationship between the Eastern receiver and the Iowa Association. Their interests were in many ways closely united, and if the Iowa Association withdrew from the National Association, he trusted that some provision would be made to admit Eastern receivers as members.

The action of the directors in withdrawing from the National Association was discussed and members generally felt that they had done right. It was also the sentiment, however, that if better conditions prevailed in the National Association and all state associations paid their dues, Iowa would join again. Since the Niagara Falls meeting Iowa has declared her intention to remain with the national organization.

J. L. Patton of Newton read the report of the committee on nominations. It was adopted, as follows:

President, Jay A. King, Nevada; vice-president, S. B. Williams, Madrid; directors, E. J. Edmonds, Marcus; Lee Lockwood, Des Moines; S. J. Clausen, Clear Lake; J. A. Carden, Winfield.

Lee Lockwood: There are several times in each year when corn is in condition requiring very prompt handling. It seems to me that every other product is more carefully handled. Stock, meats, etc., are rushed through, while corn is allowed to lie on sidetracks. I think this is a proper subject for the secretary to take up and try to get the railroads to give better service.

A. Gerstenberg said that he had found very efficacious the words, "Condition Dangerous—Rush," and suggested their use, though only when the case would warrant it. The meeting then adjourned.

#### ELK CLUB NOTES.

D. D. Hall of Tyng, Hall & Co. represented the Peoria market.

The Milwaukee Elevator Co. of Milwaukee, Wis., was represented by G. B. Rait.

From St. Louis: Fred Faulkner, with G. L. Graham & Co.; Jas. H. Warren, of St. Louis weighing department.

H. Stanbery of the Millers' National Insurance Co. was given a third degree by a committee of grain men and Elks.

The youngest attendant at the meeting was Miss Dorothy Faulkner, who accompanied Mr. and Mrs. Fred Faulkner from St. Louis.

The Barnard & Leas Mfg. Co. of Moline, Ill., was represented by its Des Moines agent, M. M. Snyder, who took charge of all machinery features of the sessions.

The following attended from Minneapolis: W. H. Chambers and C. H. Leaman, of Peavey Elevator Co.; E. H. Tryon, of the Reliance Elevator Co.; J. J. Quinn, secretary of the So. Minn. and So. Dak. Grain Dealers' Association.

A large delegation attended from Chicago. It included A. Gerstenberg and H. Hahn, of Gerstenberg & Co.; W. M. Christie, with Fyfe, Manson & Co.; Eugene Schiffin and W. M. Hirschey, of H. Hemmelgarn & Co.; J. W. Radford, with Pope & Eckhardt Co.; H. A. Rumsey, of Rumsey & Co.; A. Speltz, with Rosenbaum Bros.; W. M. Timberlake,

of T. E. Wells & Co.; S. Warner, of Warner & Wilbur; F. D. Austin, of Crichton & Co.; H. A. Foss, A. E. Schuyler, J. A. Schmitz, W. S. Cowan, S. H. Smith, weighing and inspection departments.

The Iowa dealers at the meeting included D. J. Jenks, Baird; S. J. Clausen, Clear Lake; J. A. Carden, Winfield; J. A. King and R. A. Frazier, Nevada; H. H. Henning, Ogden; H. L. McCombs, De Soto; M. M. Patton, State Center; A. B. and W. J. Roberts, Paton; W. B. Agnew, Fairbank; I. Bird, Moreland; R. B. Carson, Moulton; H. D. Dwight, Sioux City; B. C. Hemphill, Dexter; F. C. Harvey, Grand Junction; A. W. Augspurger, New Sharon; Wm. Bakely, Ogden; J. E. Brown, Mitchellville; C. C. Buck, Hubbard; L. R. Brown, Dawson; N. S. Beale, Tawas; H. S. Buell, Livermore; F. G. Cool, Ft. Dodge; J. W. Carden, Mt. Union; J. S. Crooks, Boone; E. L. Ericson, Story City; E. J. Edmonds, Marcus; J. W. Hutchinson, Cedar Rapids; D. Milligan, Jefferson; J. Murray, Bancroft; A. Morehouse, Glidden; M. M. Mason, Cambridge; P. J. Harvey, Gowrie; C. A. Jenks, Coon Rapids; J. H. Kieth, Wayland; J. Kunz, Wesley; J. L. Patton, Newton; A. W. Randall, Conrad; M. Rothschild, Davenport; W. J. Roberts, Paton; W. F. Stephenson, Bondurant; J. A. & E. H. Tiedeman, Fonda; S. B. Williams, Madrid; D. E. Williams, Mt. Union; A. E. Haggman, Cambridge.

#### INDIA'S FOUL WHEAT.

If, as some alarmists profess to believe, America is destined to become a wheat importing country it is to be hoped that we shall not be compelled to look to India for our supplies. For India wheat, according to the testimony of British millers who use the stuff, is by far the dirtiest grain that any miller is asked to make flour of.

Few millers in this country have any conception of the frightful condition in which this wheat is received at British mills. Not only is it dirty in the sense that we use the term, but is actually foul. This is due in part to the primitive methods of husbandry which exist in India, but it is also freely charged that large quantities of dust and dirt are added to the grain to increase its weight.

The millers who are compelled to clean the foul stuff have anything but a desirable job. It is impossible to clean the wheat with less than two or three aspirations or an immediate bath. Even after a thorough aspiration, clouds of snuff-like dust are given off from the following cleaning machines. Once this dust is blown into the air it is almost impossible to allay it again. It spreads itself over the entire mill and contaminates everything it touches. The effect on the health of the operatives who are compelled to breathe this dust-laden air can better be imagined than described.

In England agitation of the question has been going on for years and from time to time indignant protests against the condition of Indian wheats have been voiced. It has been suggested that the government take steps to correct the evil, but so far this has not been done. The wheats are of fair quality when cleaned, and are relatively cheap. British millers are, to a certain extent, forced to use them, and so long as this is true there is apparently little hope of relief.

The Board of Railroad and Warehouse Commissioners of Missouri has issued an order, effective May 26, 1905, that whenever it is evident that wheat scorings or other grain dirt has been mixed into wheat, the same shall not be graded better than "rejected."

J. H. Turner, a hay dealer at Wichita, Kan., has asked the railroad board to equalize minimum weights for hay. He claims that the minimum weight on 36-foot cars to Missouri River points is 20,000 pounds, to Colorado common points 19,000 pounds, and to Kansas points 22,000 pounds. This, he says, is an injustice to local Kansas dealers, as it is impossible to get 22,000 pounds of hay in a 36-foot car, and the dealers have to pay for that amount of freight just the same.



# OKLAHOMA AND INDIAN TERRITORY GRAIN DEALERS.

The annual meeting of the Grain Dealers' Association of Oklahoma and Indian Territories was held at Enid, Okla., on May 18. The Oklahoma and Indian Territory Millers' Association was in session at the same place on May 17, and the occasion was in the nature of a two days' reunion of the allied interests.

President Humphrey of El Reno called the grain men to order at the appointed hour on May 18. The morning session was given over to addresses, the speakers including J. G. Goodwin, superintendent of the weighing department of the Kansas City Board of Trade; F. W. Frasier of Wichita; G. S. Carkner of Kansas City, and President Keel of the Texas Grain Dealers' Association. The latter invited those present to attend the Texas convention at Fort Worth, June 6 and 7, and discussed a number of pertinent topics. At the conclusion of his remarks adjournment for dinner was taken.

The afternoon session began at 2:30, Secretary C. F. Prouty reading the following report:

## REPORT OF SECRETARY-TREASURER.

We meet to-day for the eighth time in the history of our organization under conditions most favorable and with present prospects very bright.

During the past year there have been a great many changes in our membership, caused in many instances by the shortage of crops and the consolidation of small elevators under one management. Though we have lost in this way some members from the Association, we have been able to replace them by new ones until our membership to-day equals that of last year.

We have just passed through one of the most trying years in our history, brought about not only by the shortage of crops, but by conditions with which you are all familiar and by an ineffectual attempt to at least cripple the Association.

Your secretary has done all in his power to counteract these unfavorable conditions, and in this he has had the valuable assistance of our worthy president and board of directors, who have ever been ready to help and advise in matters pertaining to the Association, and I am more than pleased to report that the Association is as strong and in as healthy condition as it has ever been.

At the beginning of this last year we had 157 members after weeding out from the number reported at the last meeting, nine suspended for the non-payment of dues and eighteen lost by consolidation and retirement from business.

District meetings have been held during the year as follows: Three at Ponca City and one at Pawnee. These meetings as a whole were not as well attended as they might have been on account of the heavy rains occurring at that time. However, great good resulted from these meetings, and I think it would be of great benefit to the Association if dates could be arranged at this time for at least four district meetings to be held in different portions of the territory the coming year.

One of the difficulties with which I have met this last year has been the hesitancy of many of our members to allow their differences to come before our board of arbitration. A goodly number of these cases have been left to me to settle, while others at my suggestion have been adjusted by private arbitration, thus making it unnecessary to call the regular board together. Along these lines your secretary begs leave to make the following suggestions: As our board of arbitration consists of the entire board of directors the expense to the Association of bringing these members together in order to try perhaps two or three cases would far exceed the fees received. I would recommend that the arbitration board consist of three members who shall be elected or appointed as the Association may see fit, and that they be given the power so that where your secretary is unable to settle satisfactorily cases filed with him for collection, he can consult with said board and at their advice insist upon immediate settlement, arbitration or suspension.

Though we have met with some discouragements yet the year closes well with the Association in good condition financially and as strong numerically as at the close of last year.

I thank the members as a whole for the hearty support they have given to all efforts to build up the Association, and would urge them to stand together, for the harvest bids fair to be a generous one, and with garners heaped and measures pressed down and running over, we will forget the difficulties of the year that is gone.

## FINANCIAL STATEMENT.

From May 1, 1904, to May 1, 1905. Total receipts from all sources, \$2,861.50.

Expenditures—  
Traveling expenses .....\$ 539.55  
Phones and telegrams..... 117.90  
Postage ..... 70.75  
Printing ..... 81.30  
National dues ..... 75.00  
Salary ..... 1,200.00  
Clerk hire ..... 480.00

Total expenses .....\$2,564.50

Cash balance on hand..... 297.00  
Due Association from members for dues.... 80.00

Election of officers was next in order, the following being chosen: George A. Masters of Perry, president; O. W. Hutchinson, vice-president, and C. F. Prouty, secretary-treasurer.

On recommendation of the board of directors it was voted to appoint an arbitration committee in accordance with the plan outlined in the secretary's report. C. F. Babcock of Stillwater, J. H. Shaw of Enid and W. M. Grant of Oklahoma City were elected members of this committee. Directors were chosen as follows: J. S. Hutchins, Ponca City; W. M. Randels, Enid; George A. Harbough, Alva; A. S. Conley, Oklahoma City; G. M. Mell, Elgin, and C. M. Jackman, El Reno.

The insurance committee recommended that a committee of three be appointed to consider the matter of mutual insurance. The recommendation was adopted. Some routine business followed, and



JOHN O. FOERING, PHILADELPHIA.  
President Chief Grain Inspectors' National Association.

after selecting Oklahoma City as the next meeting place the convention adjourned.

The crowning feature of the meeting was a banquet at the Opera House in the evening. Nearly 250 guests were present.

## FAVOR GOVERNMENT INSPECTION.

At the Kansas City convention of the Fraternity of Operative Millers, May 24-27, the subject of wheat mixing or "doctoring" by elevator men was given considerable attention and the result was a resolution advocating government inspection.

The topic was introduced by O. M. Friend of Hannibal, Mo., in his paper on "Wheat and Its Origin," in which he scored the practice of "doctoring" wheat to improve its appearance, thus raising the grade and disguising its true quality.

The president appointed a committee to prepare a resolution for the purpose of bringing the matter to the attention of the national lawmakers. This committee, consisting of O. M. Friend, chairman, T. J. Johns, G. C. Prenzil, M. M. Patterson, J. H. Aldous, Theodore F. Ismert, W. H. Thomas, F. J. Becker, George H. Lewis, George E. Wells, David Coutta, submitted the following:

We, the committee duly appointed by the president of the F. O. M. A., have assembled and endorse the following resolutions:

Whereas, We all know the baneful and dishonest practices committed by the different public elevators or grain storage concerns in adulterating, polluting and mixing grains or cereals entrusted to their care and for storage by the use of clipping and scouring machines, disguising the quality and condition of the grain, raising the grade without improving it, except in outward appearances, rendering it undesirable for milling and export purposes, and for the reason that the different state and board of trade inspections have failed to give us desirable and uniform grades. Therefore, be it

Resolved, That we recommend that one of the greatest efforts be put forth by this assembly to direct the attention of millers and millers' organs to this great wrong practiced by elevators and warehousemen, who are wrongfully blending and mixing.

We further recommend that the attention of our national lawmakers be called to this great evil, to the end that they may enact such legislation as will place the inspection and grading of grains under federal control.

We further recommend that the secretary be instructed to send a copy of these resolutions to every miller's organization in the country asking their hearty co-operation.

Chairman Friend was instructed to present the resolution at the meeting of the Millers' National Federation.

## COBMEAL AND MILL FEED.

In view of the present agitation of the cobmeal question the annexed table showing the chemical composition (average) of some of the more important American feeding stuffs in comparison with cobmeal will be interesting to millers in general:

Material.	Water.	Ash.	Protein.	Fiber.	Nitrogen, Free Extract.	Fat.
Wheat bran.....	11.9	5.8	15.4	9.0	53.9	4.0
Wheat middlings.....	12.1	3.3	15.6	4.6	60.4	4.0
Cornmeal.....	15.0	1.4	9.2	1.9	68.7	3.8
Corn and cob meal.....	15.1	1.5	8.5	6.6	64.8	3.5
Ground corn and oats (equal parts).....	11.9	2.2	9.6	14.4	51.1	1.2
Cobmeal.....	10.7	1.4	2.4	30.1	54.9	0.5
Rice hulls.....	8.2	13.2	3.6	35.7	38.6	0.7

The figures relating to rice hulls, a worthless by-product of the rice mills, are shown for the purpose of comparison. It will be seen that there is little difference in the feeding value of the rice hulls and cobmeal. The percentage of fiber in each is very high. Owing to the high ash content of the rice hulls they are of even less value for feeding purposes than cobmeal.

The latter is not entirely without value as a feed, and if sold for what it is and what it is worth would probably be in demand to a limited extent to be used in conjunction with other feeding stuffs. But the farmer or stock raiser who is interested in securing feed with a high protein content at the lowest possible cost can hardly afford to pay bran prices for cobmeal.

The Catalan corn merchants are opposed to the bill which the Spanish ministry is preparing for the suppression of customs duties on imported wheat and flour and have offered the government to supply at reduced prices all the flour necessary to alleviate the famine, provided the bill is dropped.

The Wholesale Grain and Feed Dealers' Association of Bellingham, Wash., is seeking to secure a better terminal rate from the Northern Pacific Railroad Company, from east of the mountain points within the five-hundred-mile limit. They ask the same rate as that given by the Great Northern to Bellingham, and the same as is given by the Northern Pacific to Everett, Seattle, Tacoma and Portland.

The decree forbidding the exportation of food stuffs from Hungary has been cancelled and American grain exports will not be able to do business with the kingdom after the harvesting of the present crop. The embargo was laid on August 10, 1904, when it became evident that crops had proved a failure. American exporters sent quite a quantity of grain to Fiume during the ten months while the embargo was in effect.



## ANNUAL MEETING OF THE CHIEF GRAIN INSPECTORS' NATIONAL ASSOCIATION.

The annual meeting of the Chief Grain Inspectors' National Association was held jointly with that of the Grain Dealers' National Association at the Cataract House, Niagara Falls, N. Y., June 2 and 3, 1905.

But one session was necessary to complete the work before the Association, and that was held on June 2, at 3:30 p. m. Those present were: John O. Foering, president, Philadelphia, Pa.; Charles McDonald, vice-president, Baltimore, Md.; John D. Shanahan, secretary-treasurer, Buffalo, N. Y.; Alfred Anderson, chief inspector, Peoria, Ill.; Seth Catlin, chief inspector, Boston, Mass.; Homer Chisman, chief inspector, Cincinnati, Ohio; W. S. Cowen, chief inspector, Chicago, Ill.; E. H. Culver, chief inspector, Toledo, Ohio; W. J. Duffy, chief inspector, Philadelphia, Pa.; E. R. Gardner, chief inspector, Memphis, Tenn.; V. L. Nigh, chief inspector, Cleveland, Ohio; W. L. Richeson, chief inspector, New Orleans, La.; G. H. K. White, chief inspector, New York, N. Y.; Samuel Smith, chief deputy inspector, Chicago, Ill.; Charles Voegelé, chief deputy inspector, Cincinnati, Ohio.

The meeting was called to order by President Foering, who gave a resumé of his work in the interest of the uniform inspection and grading of grain, and his negotiations with the seaboard markets for a uniform seaboard inspection. These, while not entirely satisfactory, brought out the fact that while all the markets are interested in the subject, no one cares to take the initiative. He showed, however, that New York through the Produce Exchange had adopted, with some slight variations, practically all the suggestions put forth by the Chief Grain Inspectors' Association in their rules for inspecting and grading grain, and that it seemed probable that Boston would soon follow suit. Voluminous correspondence was read, which went to show that all grain trade organizations in the commercial world are keenly interested in this subject of uniform inspection and grading of grain in the markets of the United States.

A vote of thanks was tendered President Foering, on motion of Mr. Culver, for the very able and zealous manner in which he had worked and handled the matter during the past year.

The following resolution was carried unanimously:

Resolved, That the Chief Grain Inspectors' National Association, in convention assembled, at Niagara Falls, N. Y., this second day of June, 1905, do hereby unanimously appeal to the members of the Grain Dealers' National Association, assembled at the same time and place, to urgently impress upon the several grain trade organizations and railroad warehouse commissions who, at this time, control and direct the grading of grain in the several markets of the United States, to adopt a uniform phraseology for the rules for grading all grains whereby the grading of grain will be made more uniform and thereby prevent any excuse for the placing of the inspection of grain under the control of the national government, as has been heretofore proposed.

A discussion of the merits and grading of "Russian" wheat and "Golden" oats was then taken up, and after due consideration, the following rules were adopted and ordered added to those already adopted by this Association. The secretary was directed to send copies of same to the inspection authorities in the different markets suggesting them for adoption into their rules:

No. 1 Pacific Red Wheat shall be pure red wheat of the variety known as Russian, sound, plump, dry and clean.

No. 2 Pacific Red Wheat shall be red wheat of the variety known as Russian, that is unfit to grade No. 1, but must be sound, dry and reasonably clean.

No. 3 Pacific Red Wheat shall be red wheat of the variety known as Russian, not wet or in a heating condition, that is unfit to grade No. 2.

No. 1 Pacific White Wheat shall be white wheat, sound, plump, dry and clean.

No. 2 Pacific White Wheat shall be white wheat, not fit to grade No. 1, sound, dry and reasonably clean.

No. 3 Pacific White Wheat shall be white wheat, not wet or in a heating condition, that is unfit to grade No. 2.

Note.—The grades of Pacific wheat are to include all red and white wheats as are grown in the Northwest and on the Pacific slope from either spring or winter seeding.

No. 1 Yellow Oats shall be pure yellow oats, dry,

sound, plump and clean and weigh not less than 32 pounds per measured bushel.

No. 2 Yellow Oats shall be such oats as contain more than 50 per cent yellow or golden oats, reasonably sound and reasonably clean, and weigh not less than 29 pounds per measured bushel.

No. 3 Yellow Oats shall be such oats as contain more than 50 per cent yellow or golden oats, reasonably sound and reasonably clean, but not good enough for No. 2, and weigh not less than 26 pounds per measured bushel.

The grades of Pacific wheat are intended to take the place of the grades of Western wheat now in force in Minnesota and some other markets and to take care of the variety known as Russian wheat. It was the sense of the meeting that the term "Western" did not sufficiently typify the wheat for all markets.

The president then declared the election of officers next in order. This was accordingly proceeded with, and the result was the re-election of John O. Foering as president; Charles McDonald Jr., vice-president; and John D. Shanahan, secretary-treasurer. Messrs. Foering and McDonald accepted their respective offices, but Mr. Shanahan



W. L. RICHESON.  
Secretary Chief Grain Inspectors' National Association.

declined, saying that press of business in his capacity of chief grain inspector and weighmaster for the Chamber of Commerce of Buffalo did not allow him the time he thought ought to be devoted to the office of secretary; and for the good of the organization it would be better to elect someone who could give more time and attention to the Association. He therefore placed W. L. Richeson of New Orleans in nomination for the office, and Mr. Richeson was subsequently elected.

A vote of thanks and appreciation was tendered the retiring secretary for the able and faithful manner in which he had served the Association during his four years in the office.

On motion, the meeting then adjourned.

## THE OHIO CONVENTION.

Arrangements have been perfected for the annual summer meeting of the Ohio Grain Dealers' Association, to be held at the Hotel Victory, Put-in-Bay, on July 6 and 7, going the 5th and returning the 8th. The lateness of the date is accounted for by the fact that the week of July 4 was the only open date available at Hotel Victory.

An excellent program has been prepared, an interesting feature of which will be a chart lecture by Prof. C. E. Thorne, director of the Ohio Agricultural Experiment Station, showing his experiments in the breeding and production of all cereals, covering over twelve years of continuous work on the state farms. As an educational feature this lecture should be sufficient to induce the attendance of every shipper and receiver. Other numbers on the program will be equally

interesting and important. As usual, a number of ladies will be present and special arrangements will be made for their comfort and entertainment.

The Coal Dealers' Association of Ohio, many of whose members are also members of the Ohio Grain Dealers' Association, will meet with the latter body, but will hold independent sessions. Application has been made to the Central Passenger Association for a one-fare rate for the round trip from all parts of the state. If this is not secured it is probable that the individual roads reaching Sandusky will, as on former occasions, grant a rate of one fare for the round trip. However, the Association is anxious to secure the rate on all roads in Ohio, so as to afford the low rate to those not located on direct lake routes. The Hotel Victory has made a rate of \$2.50 per day, American plan, for any room in the house without bath, and \$3 per day for rooms with bath.

## NEW SOUTHERN CORN MARKET.

The Goyer Alliance Refining Company of Memphis, Tenn., is completing a glucose factory at Belle Alliance, La., which will have capacity for 10,000 bushels of corn daily. The managers of this plant hope to buy corn in the Southwest, in Texas especially, and recently wrote Secretary Dorsey of the Texas Grain Dealers' Association, in which they say, among other things: "Your state, being our nearest market, should be able to supply us with all the corn we need, and I write you for such information as you can give us regarding the Texas crop and the time of oats movement. Our plant will run each year from January 1 to October 15, and it will be necessary for us to receive corn during that period, as we do not at one time desire to store in our Belle Alliance plant above 15,000 or 25,000 bushels. We believe, if your dealers once understand that they will have a market for their product during the season, at least, for a portion of their crop, they might make arrangements to store in Texas more grain than I understand they now do. If your Texas corn matures in August, is there any reason, except that the labor is all in the cotton fields, why corn could not be marketed during September and October? We will be in the market for corn during the entire year, excepting November and December, and during those months we can possibly arrange to store. We might be able to do something with your people toward marketing their corn a little earlier than they now do, which would also destroy the chance of weevil, as I understand from your letter. I think if the information was given in a strong article, through the newspapers, it would stimulate corn growing to an extent and we would always be glad to get close market for the product, the price being in line, of course, with other markets. Kindly advise us what you do in the matter and oblige."

This information Mr. Dorsey has sent to the Texas press, with the suggestion that the new factory offers a good outlet for Texas corn. He says: "Now that there seems to be a determination on the part of the farmers to decrease acreage of cotton, they are of course looking for something to substitute. Farmers do not like to plant very much of any one product, unless they know they will have a market. That is the reason so much cotton is planted. There is always a market at some price. The object of this article is to call attention of the farmers and others interested to a new market, which will shortly be opened for our Texas corn; and in view of the fact that our corn comes in considerably earlier than that of any other state, and that we are located nearer the place than any other state which produces any considerable amount of corn; and that we could get our corn gathered and on the market at a time when other states are out of the market virtually, it occurs to me that it would be better for the farmers, though late as it is, to put an increased acreage in corn this year, and other years, so far as that is concerned."



## ANNUAL CONVENTION OF THE GRAIN DEALERS' NATIONAL ASSOCIATION.

Following are the proceedings of the annual convention held at Niagara Falls, June 2 and 3, 1905, beginning on Friday morning, June 2:

There being none of the presiding officers of the Association present, upon motion, duly made and carried, Mr. D. Hunter of Hamburg, Iowa, was elected the presiding officer of the convention.

Mr. Hunter accordingly took the chair and the meeting was called to order at 10:55 a. m.

The convention was opened with prayer by the Rev. Mr. Mosher.

Next followed an appropriate address of welcome by Mayor Cutler of Niagara Falls.

Mr. F. Howard Mason, secretary of the Chamber of Commerce of Buffalo, then presented an address of welcome on behalf of that body.

Response was made by Mr. F. O. Paddock of Toledo.

Moved by Mr. Fred Mayer and duly seconded that a vote of thanks be tendered to Mr. Paddock for his address.

The motion was referred to the committee on resolutions.

The secretary then read his report, which was referred to the auditing committee.

### SECRETARY'S ANNUAL REPORT.

Mr. President and Members of the Grain Dealers' National Association:—This is my fourth and last



CHARLES ENGLAND, FIRST VICE-PRESIDENT.

report to this organization, and if it falls short of your expectations, I assure you it will be no surprise to me, as circumstances over which I had no control have been forced upon me, which were not beneficial to the best interests of the Association.

### SEALING SYSTEMS.

The question of seals has been gone into thoroughly during the past year, and the matter of using consecutively numbered seals instead of those with duplicate numbers has been well canvassed with the various railroads with varied results. Railroad companies using the duplicate sealing systems hesitate to change on account of the expense that would be incurred in making such a change and the maintaining of a consecutive system, and rather than spend the money such a change would make necessary, pretend to see no advantage in the use of consecutively numbered seals. This is an inconsistent claim, as anyone who is conversant with the subject knows full well that the duplicate sealing system is ineffective.

My investigations have proved that it is a common occurrence for railroad employees to reseal cars day after day with seals of the same number, without recording any by the first resealing. Therefore, I contend that railroad companies using duplicate seals cannot, by their records, tell that the original seals remain intact.

My correspondence with the various railroad officials convinces me that there are some who are not willing to use any but the most economical system, having little or no regard for the safety of the cars' contents.

Considerable influence has been brought to bear on the various terminal weighmasters to make record of the seals on all cars of grain upon arrival at unloading points. In this connection I desire to state that

such records are of very little value, if the railroads use the duplicate sealing systems, as cars that are broken open for inspection and sampling and resealed may be afterwards broken into and robbed many times, with no change in the seal record. In this case the weighmaster's records would show the car properly sealed with the same number that was placed on after inspection and sampling.

In view of these facts I would recommend that grain shippers place their own individual seals on each and every car they load and to be sure they have no two seals of the same number. Many private concerns are already using their own seals, consecutively numbered, and among these is the Chicago Board of Trade weighing department; and as evidence that the railroads themselves also recommend the use of private seals and that they really consider thorough sealing systems advantageous. I will read you a letter addressed to some South Chicago elevator companies from the Local Freight Agents' Association of South Chicago.

"Gentlemen:—We, the undersigned agents, consti-



M. F. DUNLAP, PRESIDENT.

tute a committee appointed by our local Association at this place to canvass the question of sealing cars at the various elevators in and under our immediate jurisdiction.

"We believe that, after serving in this locality for a number of years, we are able to speak to your advantage as well as our own.

"We wish to impress this upon the minds of the remaining few patrons and call upon them to provide themselves with the necessary sealing appliances and seal all cars leaving their respective yards.

"A number of elevators have already seen the advantage to themselves in this arrangement, and keep complete record and apply seals upon surrender of cars. You will, no doubt, readily see that by this course of marks imprinted upon seals of your own design leaves but one course to pursue in the adjustment of the various claims or tracers.

"Upon the removal of loaded cars from your various yards you virtually surrender your responsibility at once, while ours has but just started with an endeavor to place the shipments at their respective destinations with seals that you apply. Should such cars arrive at destination without the original seals it is then up to us to explain and possibly make good upon your demand." (You will note that the railroad committee was careful to use the word "possibly.")

"Sealing records, in the matter of claims, have of late years become a factor that cannot be ignored, and in our appeal to you we seek to evade no responsibility nor hardship in your behalf. Our endeavor is to promote a uniform practice by all industries and patrons in this respect.

"We desire to further state that our loyalty to your interests is equaled only by our loyalty to those of the respective companies we serve, and we recognize that promotion of your interests and welfare is but a promotion of our own—no selfish motive prompts us.

"From interviews with elevators and industries who have installed sealing, we learn they gain satisfactory results and would not consider returning to the old method.

"We would be glad to have you give this request due consideration, and trust that we may hear from you in the near future.

"Yours very truly,

### "COMMITTEE ON SEALING."

Among the signers of this letter is the South Chicago agent of the Pennsylvania Railroad, which company uses the duplicate sealing system. This letter makes plain the fact that this road really believes in the virtue of seals, that cannot be duplicated by them, although I have letters from Mr. A. B. Starr, general superintendent of the Pennsylvania Railroad, to the contrary.

In concluding the subject of seals, I desire to offer the following resolutions:

Resolved, That the Grain Dealers' National Association, through the medium of its published reports, advise, urge and request the various shippers of grain

throughout the country to apply on all cars shipped by them seals bearing their own private mark, said seals to be numbered consecutively; and that a record of same be made as applied, and be it further

Resolved, That this Association request the various state inspection departments and Board of Trade to provide their inspectors and samplers with individual seals, such seals to be consecutively numbered, and that the said inspectors and samplers be ordered to apply these seals on all cars of grain upon which they perform such services as may necessitate the breaking of seals, and that they be further instructed to make a complete record of seals broken and applied by them, and be it further

Resolved, That copies of these resolutions be forwarded to the various inspection departments, boards of trade and exchanges, grain associations and grain journals.

### ARBITRATION.

During the past year we have had presented to the Association for arbitration seventeen cases, ten of which have been decided, involving \$1,023.15; the other seven cases are in course of completion, and will be ready for the committee at an early date.

### COMMITTEES.

As each chairman of all standing committees will make a report in detail of the work done, it is unnecessary for me to go into the matter.

### WITHDRAWAL OF STATE ASSOCIATIONS.

On October 21, 1904, the directors of the Illinois Grain Dealers' Association served notice on the National, through its secretary, that they considered themselves withdrawn, and would cease paying dues, but at that time they were indebted to the National Association to the amount of \$621. The matter was placed before your directors, and they instructed the secretary to take the necessary steps to collect the amount. After exhausting every persuasive measure, suit was commenced against the officers and members of the Illinois Association, and the suit is still pending.

The Iowa Grain Dealers' Association notified us March 25, 1905, that their board of managers had decided to sever their connection with this Association,



FRED MAYER, SECOND VICE-PRESIDENT.

to take effect April 1, their dues being paid up to that date.

The New England Association withdrew in December, 1904, after a hard struggle to maintain their Association, but in order to do so they were compelled at their last annual meeting to reduce their dues to \$2.50 per year, and, of course, they were unable to continue their affiliation with this Association under such circumstances.

### WITHDRAWAL OF REGULAR MEMBERS.

The past year has been disastrous to the National Association, as there have been forty-one withdrawals among its regular members, because they could secure membership in the state associations, which would give them a vote in the National meetings for one dollar per year. Several of the state associations have made a specialty of soliciting members among the receivers, which was contrary to the constitution and by-laws of the National Association and a violation of their agreement when they affiliated with this Association, and solicitation of members among the receivers by state associations for the purpose of increasing their revenue was suicidal to the best interests of the National.

### STATE ASSOCIATIONS IN GOOD STANDING.

Ohio Grain Dealers' Association.....	122 members
Indiana Grain Dealers' Association....	281 members
Grain Dealers' Union (S. W. Iowa and Missouri) .....	115 members
Texas Grain Dealers' Association.....	136 members
Tri-State Grain Dealers' Association...	258 members
Buffalo Grain Dealers' Association....	22 members
North Dakota Grain Dealers' Ass'n....	30 members

Total affiliated members..... 964  
Regular members ..... 275

Total individual membership.....1,239

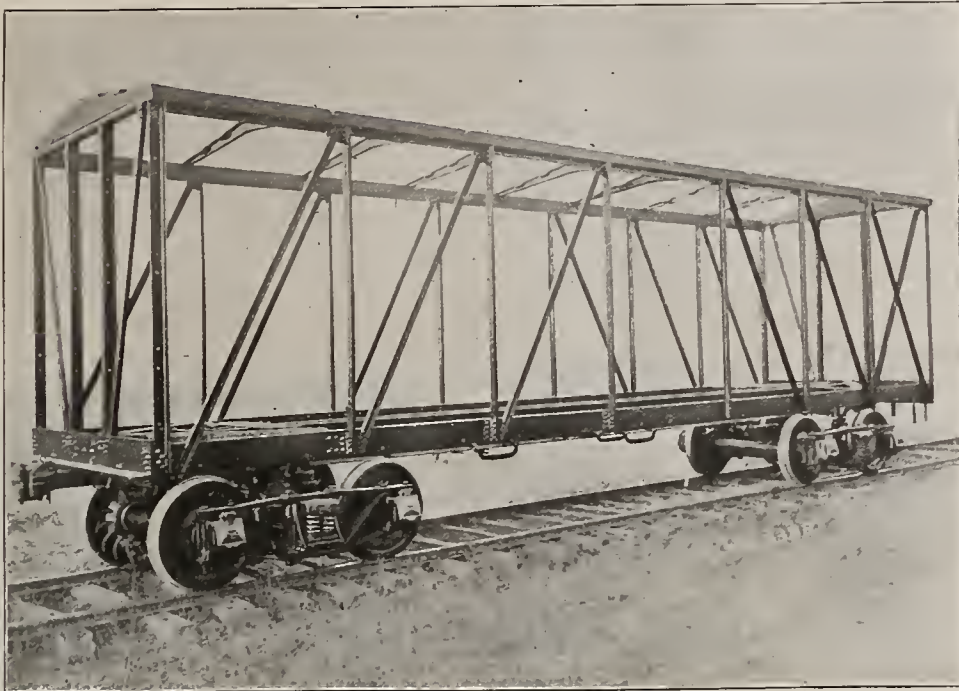


My note of warning to the Association is to eliminate and annihilate all politics from the affairs of the Association. Inject into it all the hard work and enthusiasm that each member can consistently give, and not leave the Association to be led blindly by a few of us over-zealous enthusiasts. Work of this character by a majority of the members will make the National Association an indispensable organization to the grain trade.

#### SECRETARY'S FINANCIAL REPORT.

##### Receipts.

Cash on hand June 22, 1904.....	\$ 122.50
Membership fees collected .....	90.00
Dues collected .....	3,828.83



FRAME WORK OF STEEL GRAIN CAR.

Special subscriptions .....	690.50
Type sold (used in Blue Book).....	18.55
Arbitration account (earned on cases decided) .....	107.50
Arbitration account (one-half to be returned when cases are decided).....	150.00
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	\$5,007.88
Expenditures.	
Secretary's bond .....	\$ 5.85
Legal expenses .....	160.00
Arbitration committee expense.....	158.35
Postage .....	257.76
Office supplies .....	31.98
Salary account .....	697.50
Telegrams .....	18.70
Rent and light .....	672.25
Printing and stationery .....	251.36
Secretary's traveling expense.....	101.44
Visitors' entertainment .....	32.55
Express charges .....	33.18
Secretary's salary .....	2,412.64
Office expense .....	11.00
Railroad fares and expenses of committees to convention .....	126.65
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	\$4,971.21
Cash to balance .....	36.67
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	\$5,007.88

The chairman then announced the names of the members composing the different committees, as follows:

Credentials Committee—E. L. Rogers, chairman; P. E. Goodrich, F. O. Paddock.  
Nominating Committee—H. L. Goemann, chairman; M. F. Dunlap, A. E. Reynolds, J. A. Clark, F. P. Lint, T. W. Swift.  
Resolution Committee—Charles England, chairman; J. W. McCord, D. G. Stewart.  
Auditing Committee—H. S. Grimes, chairman; Bert Boyd, J. B. Hax.  
Executive Committee (elected by Board of Directors)—H. L. Goemann, chairman; A. E. Reynolds, J. W. McCord and M. F. Dunlap.

Upon motion, duly made and carried, a recess was taken to 2:30 p. m.

#### Friday Afternoon Session, June 2.

The chairman called the meeting to order at 2:50 o'clock.

A letter was read from F. Howard Mason, secretary of Chamber of Commerce of Buffalo, extending to those of the Chamber of Commerce.

The chairman announced that as Mr. H. A. Foss, chief weighmaster of the Board of Trade of Chicago, was unable to be present, he had sent his chief assistant, Mr. A. E. Schuyler, in his place. Mr. Schuyler then read the report of the grain car equipment committee, accompanying same with a series of photographs of freight cars. The report follows:

#### REPORT OF THE CAR EQUIPMENT COMMITTEE.

Mr. President and Gentlemen:—The grain car equipment committee of the Grain Dealers' National Association, in submitting its second annual report, begs leave to say that the efforts of the previous year's work have borne fruit, and we are hopeful of further good results.

As mentioned in our first report, the committee established such an excessive number of car leakages that railroads provided more careful car inspection.

We also desire again to call the attention of members to the fact stated in our last report, that leakages are frequently due to bad order cars furnished in

times of car famine, and that such famine may often be due to mismanagement of equipment actually on hand, instead of to lack of sufficient cars, in which case continued protests against poor cars may result in bringing good ones.

We may say, in further review of the year's work, that a vigorous protest by the committee against the kind of grain doors in use by a road terminating at Chicago has resulted in suitable attention to the matter by that road, which is now furnishing a better door.

Finally, as an introduction to the body of this report, we would recall the attempt made last year to have steel linings put into a few of the older cars.

We have found considerable unwillingness on the part of the railroads to go to the expense of rebuild-

ing their old cars, preferring rather to allow them to outlive their usefulness and then replace them with new stock. They do not care to be led into the temptation of building car linings in old cars, with the danger that an experiment in that direction might prove a success. For their part, they suggest perfect insurance against shortages by a method of shipment which is prohibitive on account of cost, namely, in sacks.

Therefore, considering the attitude of the railroads, little good is to be expected in the direction of lining old cars.

But, on the other hand, it is a most hopeful fact that as a result of the agitation which the grain dealers have stirred up, the railroads, with few exceptions, have lately shown a due appreciation of the necessity

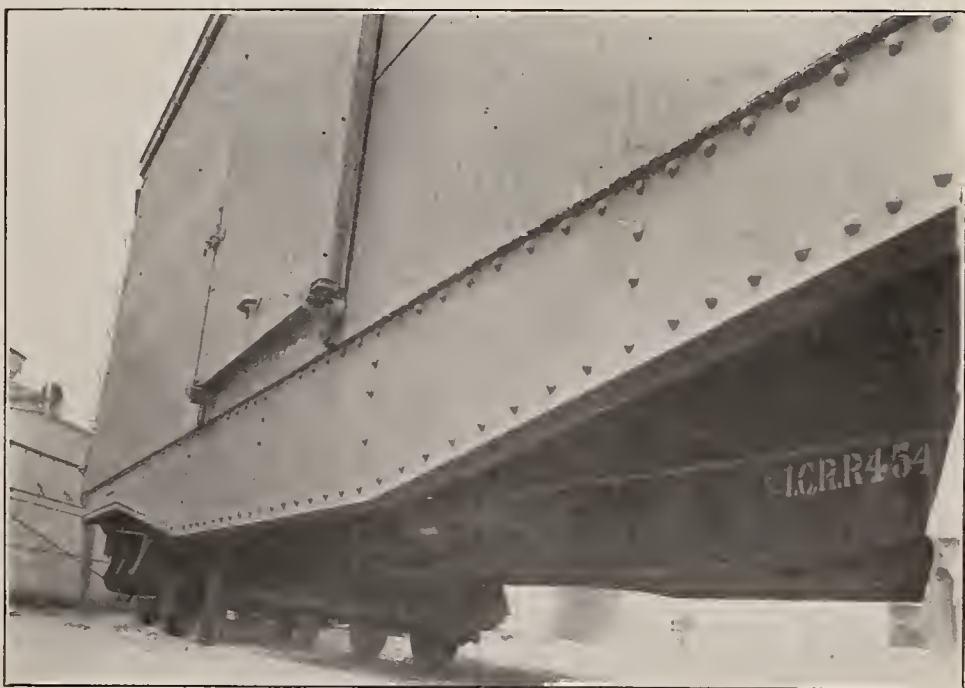
for a stronger car by turning out new cars built on far more rigid and substantial lines. Gradually the new cars are putting in their appearance, and we have much good to say of their quality. The railroad companies seem to have in view the safer transportation of merchandise entrusted to them, and if future cars continue to improve we predict a great decrease in loss on account of leaky cars. Let it be borne in mind that cars must be built to carry freight, and freight is grain only on certain occasions. We have inspected and photographed several of the later cars, and they seem to meet the requirements of the grain trade. I have here a few of these photographs, which show various kinds of construction.

We have found differences of opinion among railroad officials as to the proper material for the construction of cars. All seem to agree that steel should be used to a greater or less extent, many of them favoring the steel underframe in all cases, while others are opposed to it unless the upper or body frame is also of steel. Some, however, still cling to wood for the under structure, but by means of steel plates reinforce the door, end and side posts. Our investigations have convinced us that these posts should be reinforced regardless of the construction of the under body. Where the under structure is of steel, a flange should be placed across each end of the car at the bottom to prevent breaking out or loosening of the end sheathings. Yardmasters inform us that this is the weakest point in cars constructed with steel underframes.

I have here two photographs of a car with the framework made entirely of steel. This car was designed by Mr. C. A. Seley, mechanical engineer of the Rock Island System. The entire side of the car is a truss, and I am assured that the rigidity of the frame will prevent the racking of the car box, thereby relieving much of the strain on the side sheathings, which is one of the points where serious leakage occurs. A master car builder expressed the opinion to us that a car so constructed made the best car for all kinds of freight. His contention, so far as we are able to judge, seems to be well based.

Moreover, besides the disagreement mentioned as to proper material, a great obstacle to the construction of the ideal car is afforded by the constant dissension between the various departments of railroads. Each department is interested in making the best showing for itself. One department wants the cost as low as possible; another the weight of the car as light as possible; another a low cost of maintenance, which means a well-constructed car. The master car builder, or mechanical engineer, whose prime object in designing a car is quality, upon submitting his plans for approval, finds that he is hampered by the selfish criticism of the departments that either pay for, handle or maintain the equipment. This friction, as a matter of practice, has always worked to the detriment of the shipper, and, in the long run, to the railroads as well.

But to return to the dominant present-day conditions, we would caution shippers, as they ought to be cautioned over and over again, not to be lax in loading older cars because of the prospects of new equipment in the future, and to effectively guard their interests by carefully preparing and cooperating such old cars as they load, and even to spend a little extra time and money where it will aid in securing better returns on their shipments. No doubt the majority



TRUSS OF A STEEL GRAIN CAR.

know that it is a difficult matter to secure settlement from the railroads, and for this reason, too, no precautionary efforts on the part of the loaders should be overlooked.

To show that good cooperation is still a matter of vital importance, I have prepared a comparative table of leakages for seventeen days each in the spring of 1904 and the spring of 1905, covering cars of grain received at one Chicago inspection yard, which is here appended. [See table on following page.]

The car that is not fit for grain without undue coöpering should be blacklisted, and for such we would advise an absolute refusal, except under the most extreme cases of car famine. In such cases we would suggest that the necessary coöpering be done and that a request be forwarded to the terminal



## A COMPARATIVE STATEMENT SHOWING PERCENTAGE OF CARS FOUND LEAKING GRAIN AT ONE INSPECTION YARD IN CHICAGO, ILL.

Cars Received—																		
May, 1904—								June, 1904—										
23	24	25	26	27	28	31		2	3	4	5	6	7	8	9	11	13	Totals.
Cars ...	138	79	120	187	257	82	87	220	190	282	208	140	70	136	243	101	223—	2,763 cars
Leaking..	18	9	11	31	41	20	48	30	24	27	15	28	9	16	18	16	26—	387 leaking
Per cent.	13	11	9	16	16	24	55	14	13	9	7	20	23	12	7	16	12—	14 per cent

Per Cent.																		Per Cent.	
Leaking at side of car—Loose siding.....	125																	4	1
Leaking at side of car—Broken siding.....	8																	4	1
Leaking at side of car—Broken sheathing...	16																	32	8
Leaking at end of car—Loose sheathing.....	40																	13	3
Leaking at drawbar .....	38																	33	9
Leaking at door post .....	36																	27	7
Leaking at door frame.....	7																	4	1

Cars Received, March, 1905—																		
7	8	9	10	11	13	14	15	16	17	18	20	21	22	23	24	25	Totals.	
Cars.....	91	112	93	192	130	88	127	106	149	154	128	143	139	171	235	250	195—	2,503 cars
Leaking...	12	14	10	31	6	11	19	12	12	15	12	13	14	20	22	30	25—	278 leaking
Per cent..	13	13	11	16	5	13	15	11	8	10	9	9	10	11	9	12	13—	11 per cent

Per Cent.																		Per Cent.	
Leaking at side of car—Loose siding.....	37																	13	5
Leaking at side of car—Broken siding.....	11																	12	4
Leaking at end of car—Broken sheathing....	27																	5	2
Broken at end of car—Loose sheathing.....	29																	20	7
Leaking at drawbar .....	14																	15	5
Leaking at door frame.....	6																	66	24
Leaking at door post .....	15																	8	3

weighmaster to make a special examination upon arrival of such unfit cars.

As a part of the field for careful coopering, attention to grain doors (ordinary and patent) will be a



MRS. S. B. FREY, ASSISTANT SECRETARY.

perennial necessity. The weighing department of the Chicago Board of Trade has been called upon during the year by one railroad to make a report on a certain patent grain door, and the result of this investigation demanded an adverse report. Many models with which we have experimented have worked very nicely, but when full-sized doors were built and subjected to practical tests they did not meet the requirements.

No part of the grain car equipment has received so much attention from inventors and elevator men as the grain door, and on no part of the equipment has so much money been spent for patents and with such poor results. There have been hundreds of grain doors patented, and on a large majority of these doors patents were obtained by the inventors without determining their practicability and usefulness by an actual demonstration.

The subject of patent grain doors has received considerable attention by the committee, and our conclusion is that such doors will never prove successful under such treatment as is now accorded them. We have repeatedly witnessed the destruction of brand-new patent doors at elevators and unloading points without any effort whatever being made to take advantage of labor-saving attachments on them, and we believe that the railroads should hold elevators, warehouses, mills, etc., that permit this wanton destruction of doors, financially responsible, and we do not believe, in the face of this treatment of their property, that we can blame the railroads for putting a ban on expensive patent grain doors. No doubt the general, unavoidable failure of patent doors to work freely, together with the inexcusable persistence of the shippers in spiking patent doors to the posts, is in a large measure to blame for this mutilation.

Where patent doors are provided the purpose is to secure the continued use of the door in the car. A patent door without a pressure release to aid in opening the door requires so great an effort to open that the door is very frequently mutilated. The object for which the patent attachments were provided is thereby lost. On the other hand, we have never found a patent grain door provided with a pressure release which was proof against leakage. Therefore, we would prefer above all patent doors a good, substantial, temporary door, such as a few railroad companies are now furnishing to a limited extent.

One of the most novel ideas for a grain door that has come to our attention is a compressed paper door. This product is called vulcanized cellulose, and is made by treating and subjecting waste paper to hydraulic pressure. Cellulose is now used in the manufacture of furniture, picture frames and other articles of commerce. The manufacturers contend that cellulose has double the strength of ordinary No. 2 pine and is more economical. The grain door to be made by the process is to be seven-eighths of an inch in thickness and will weigh about 40 pounds. If you are interested I would be glad to have you examine the sample of stock which I have here and from which it is proposed to manufacture temporary doors. Its backers, who are prominent railroad men, are sanguine of its success and believe that it affords a solution for the grain door problem.

The report of the committee on credentials was read by Mr. Adams, and on motion was adopted.

The report of the executive committee on reorganization was read by Mr. Goemann.

Mr. H. S. Grimes moved that the report just read be referred to the committee of five to be appointed by the chair, to report Saturday morning at the opening session.

Mr. Grimes: My object in making this motion is to get a thorough discussion of the report this afternoon and then bring it here to-morrow morning for action.

Mr. F. P. Lint offered as a substitute motion for Mr. Grimes' motion, that the convention proceed to work on the matter at once and have a full discussion now, one article at a time. The motion was seconded.

Mr. A. E. Reynolds spoke in favor of retaining the organization of the Association as it is now, drawing a parallel between the conditions in the grain trade twenty years ago and the conditions to-day, and ascribing the great improvement in those conditions to the beneficial influence of the Grain Dealers' National Association. Continuing, he said: "The fact that your elevator property is worth twice what it was five years ago is part of the benefit you get from this Association. The fact that you haven't 75 per cent of bankrupts in the grain trade is part of the benefit. The fact that you load about 600 bushels into a car and get about that much out is part of the benefit. Benefits are also received by the men who receive the grain in the terminal markets. There is no way of measuring the benefit you have received from this Association. I stand for a national association. There are those who can possibly work this out better than I can. I say that I am not thoroughly convinced as to what is the best method; but I am convinced that the very moment that you disband this Association and fail to substitute another in its place, that very minute you start on the down track. The thing is for everyone to do his duty and have a fair appreciation of the blessings which have come upon you and give the National Association credit for what it has brought about. Whenever you back down and quit, disband and do not substitute something in place of this, that very minute you start on the road to bankruptcy, because I want to say to you right now that the grain associations of the country have

kept thousands of men from assignments in the last five years. Those very men confronted crises and the grain dealers helped them out. The National Association now confronts a crisis; come forward and help it out. To this end I will lend my very best assistance.

Mr. M. F. Dunlap: I have an inspiration. If we can induce Mr. Reynolds and men like him to go and visit these delinquent affiliated organizations, the trouble will be at an end. It takes just such talk as we had this morning from Mr. Paddock, and just such talk as we have had to-day from Mr. Reynolds, to infuse enthusiasm into the dead men who are saying this national organization does them no good. The question is, "To be or not to be?" The question is, in my mind, whether to endure the evils of the affiliated idea, or by dying end them. The idea of the affiliated plan is a theoretically beautiful one. It is the business of each state to thoroughly organize itself. It is the business of each state to consider all the questions that are local to that state. It is the privilege of each state, under the affiliated plan, to take those



H. L. GOEMANN, DIRECTOR AND ACTING SEC'Y.

things that it cannot settle itself and carry them through a representative delegation to a national organization. In a national organization there is power to effect things that cannot be effected through a state organization. I am in favor of the affiliated plan, because I believe that in doing away with it we die. But for some unaccountable reason these organizations are leaving us and we are disintegrating under this beautiful plan. There is a reason for all things. Let us economize; let us gather in our forces; let us come together in another annual meeting, if in no other way, in a social way. I believe in retaining this systematic representative idea of the affiliated organization.

Mr. Pitt: We need an organization of this kind and need it badly, and I do not think any of us would be willing to see the organization die. I believe that every grain man in the East should become a member of this organization.

Mr. Brafford: As far as Indiana is concerned we are perfectly satisfied with the affiliated idea. Personally I would like very much to see this organization go on another year as it is to-day. I have been wavering between the two ideas. I thought that we ought to have a reorganization, but I am afraid that we would not maintain ourselves any better with the direct representation than we do now. If you go on the individual membership plan now, your National Association may have enough men in it and enough money behind it to make it a national association; but it will be no court of higher resort. If a member from Indiana or Kansas or any other state association has anything to arbitrate and is not a member of



the National Association, you cannot force him to arbitrate, because he is not a member of your Association; while if he is a member of an affiliated association you can force him to arbitrate the matter, and that is the point we want to get, so that we can settle these differences equitably and justly without going into court.

Mr. J. W. McCord: The very men that are the life of this trade are the men that originate the grain and the men we get in the affiliated plan. You get into the direct plan and it will be one-sided in a way; it will be receivers and commission men. I am a strong defender of the affiliated plan, and Ohio will stand back of it first, last and all the time.

Mr. H. S. Grimes: Mr. Dunlap speaks of the directorate of the national organization retrenching. I want to say that there is not a director in the national organization who has received one dollar in the past year. The directors went to Washington and to Chicago and paid their own expenses and have not received one penny for expenses. When I was president of the organization I got my expenses for six months and never another

ciation has helped to bring about the defeat of the adoption of the uniform bill of lading has been of great benefit to the grain dealers.

Mr. Daish: I have been next to this organization business for four or five years, and there is one thing about organizations, they are always broke. Unless I am mistaken, the contribution of the fifty-nine organizations toward the hearing before the Interstate Commerce Commission at Chicago was \$450. The only way to get every grain dealer in the United States is to get right down



J. W. McCORD, DIRECTOR.

to his ear and hammer it into him what has happened and what a blamed fool he is for staying out. There is one thing that has occurred to me about this affiliated membership. These state organizations have troubles of their own. Look at what the Indiana state organization have had on their hands this year. A certain amount of the finances have got to be used in each state. If a man owns one elevator in Indiana he pays \$10; two, \$15; three, \$20, and so on; but it makes no difference how many elevators he has, he pays the same amount of money to the National. That don't look to me quite like a square deal. If Smith can get \$20 worth of benefit in the state organization, surely he can get \$3 worth of benefit in the National. While the market is the most important thing, there are other things you must look out for, and I will simply ask you to hear what Ben Franklin said, that you have got to hang together or you will hang separately.

Mr. Charles England: I had the honor of being one of a delegation of seven or eight to go before the President and express the appreciation of the National Hay Association for the position he had taken in regard to rate legislation. That was suggested because the National Hay Association had for five years been contending before the Interstate Commerce Commission and the courts in opposition to the putting of hay in a higher class, which increased the freight from 20 to 80 per cent. Members of the Hay Association had heard that President Roosevelt in his last message to Congress had been influenced very largely by the fact that the Hay Association had won its suit before the court. That suggested calling on the President. It happened that a committee from the Grain Dealers' Association was in Washington at that time, and it was fortunate that those two organizations could go together before the President. We were received very cordially. He took us into a private room and spoke in the frankest, most satisfactory manner. I would feel very bad as a member of the National Grain Deal-

ers' Association if the President should learn that anything should go out of this meeting that would look like retrogression on the part of this Association.

Mr. A. T. Anderson, commissioner of the National Board of Trade, made a speech, going over at length the value of such organizations as the Grain Dealers' National Association, after which, on motion, a recess was taken to 8 p. m.

#### Friday Evening Session, June 2.

The meeting was called to order by Chairman Hunter at 9 o'clock.

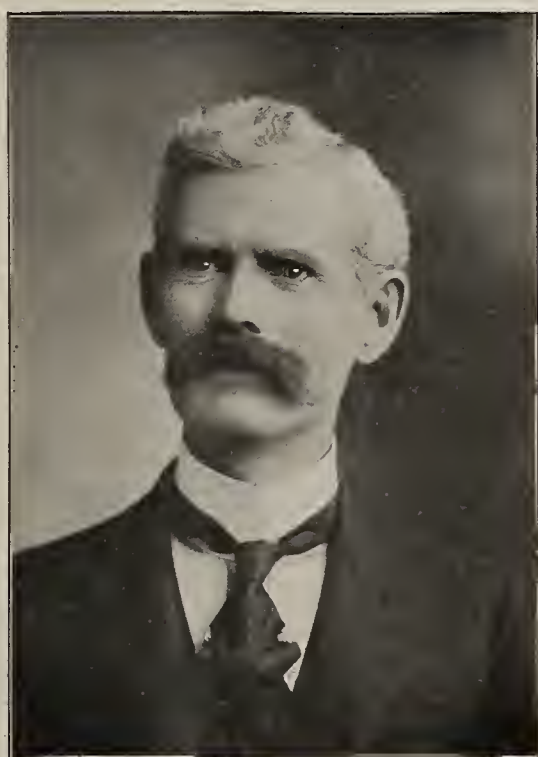
The chairman called upon Mr. Murphy, who explained how organization had rendered possible prompt action in the Ricketts case and to devise means for protecting shippers against forged bills of lading. Proceeding, Mr. Murphy said: "I have always taken a great interest in the Illinois Grain Dealers' Association meetings; have always attended them and probably know more of the Illinois shippers than any other shipper. Without meaning any criticism whatever to the directors of the Grain Dealers' National Association, I firmly



A. E. REYNOLDS, DIRECTOR.

believe that if this matter is presented to the Illinois Grain Dealers' Association or directorate in the right way by Mr. Reynolds or some of these other gentlemen who have aroused our sympathy in the matter, that they will come to the front and be the first ones to meet us. I know and I can say positively that the Illinois Grain Dealers' Association are willing and want to work with the Grain Dealers' National Association. They are in a flourishing condition; have more members, I suppose, than any other association. They spend their money for what they think will do them the most good. Now, it has probably never been presented to them that some things that have been done by the National have indirectly benefited them, and I believe that if this Association would appoint a committee of two or three and go direct to the Illinois meeting, which is to be held, I believe, on the 13th of this month in Decatur, I am almost willing to guarantee that the Illinois Association will meet you half way and be glad to see you. There is no question about it in my mind."

Mr. Byers: The matter of withdrawing from the National is something that I had no control over, had nothing to do with whatever. The president and directors saw fit to withdraw. I think their reason for withdrawing was that they thought they were not getting value received for the money they paid the National. Now, as far as I know, that was the only reason. I think that this matter could all be adjusted if the National will send two or three men to represent their Association to Decatur on the 13th of this month. Now, what I am saying is just for Byers, not for the Illinois



D. HUNTER, DIRECTOR.

dollar did I get out of it. If Mr. Dunlap will go around to these disgruntled organizations and make the same speech that he has here, and Mr. Reynolds will accept the presidency of this organization, we can build ourselves up to where we never were before. I am in favor of this organization keeping the affiliated plan of membership.

Mr. Kirwin: Mr. Chairman, it seems to me that from the financial statement made the complaint of this organization is due to the fact that a certain number of affiliated bodies have withdrawn from the organization and have refused to pay their assessments. Now, if that is the case, what assurance have we as an organization that we can prevail on these affiliated bodies again to come in and join us and pay their assessments? Can we hold out any better inducements to-day than we held out twelve months ago? The Association has lived long enough to prove that from the present policy of the affiliated association we cannot exist. We ought to be stronger by far to-day than we were five years ago. Instead of that we have grown steadily weaker, and to my mind it is convincing that under the present plan of organization we cannot hope to survive. Therefore, I am strongly in favor of reforming our organization.

Mr. Brafford: If you make this an individual membership, these country dealers who won't pay one dollar won't pay ten dollars to join, and the only way to maintain the organization as it is to-day would be for the receivers to double up on their dues and pay twenty or thirty dollars.

Mr. J. W. Radford: The fact that this Asso-



State Association. because I am not here to represent it in any shape or form. I will say for the Illinois Association, it was never in better shape than it is to-day. We have over 700 members. Our finances are in good shape and the territory is better organized than it ever was.

Mr. C. A. Burks: I think the idea voiced by



THE NEW GENERAL OFFICERS OFF DUTY.  
M. F. Dunlap, Chas. England, Fred Mayer.

Mr. Murphy is certainly a good one. The Illinois Association was never in better shape than it is to-day and I am satisfied that if this matter is taken up with them after or at the meeting on the 13th, that some amicable adjustment of the unfortunate series of circumstances which have surrounded this event can be adjusted satisfactorily to all parties concerned. I believe if the National Association will appoint a committee of two or three to attend the Illinois convention—and I would suggest that in that committee would be at least two good speakers that could show the Illinois Association the benefit of the National—talk that matter up with them, that there would certainly be a change of heart. I really believe that the Illinois Association as an association do not really know the benefits that they have derived from the National Association. But Illinois has had one thing to contend with, and that seems to have been the thing uppermost in her mind, and that has been the matter of the co-operative elevator proposition, that seems to have taken the mind of the Association. The facts in the case are that question has been paramount in the minds of the members of the Illinois Association and the directorate so that they have, I am afraid, lost sight of some of the other vital and pertinent questions that should have been in their minds as well as the co-operative elevators. That matter has about adjusted itself. There is very little said about it now, and I believe that the time is now ripe that if the National will appoint a committee of one, two or three to meet with the Illinois Association at their next annual meeting, there will be a change of heart in the Illinois Association.

The Chairman: We have with us a gentleman from a state which has never been affiliated with the National Association, and a state that has done great work for its members, Mr. Miller of Nebraska, and we would like to hear from him.

Mr. Miller: I cannot speak here now finally with reference to Nebraska. I will say this, that at our governing committee meeting subsequent to our last annual meeting, President Duff and myself were appointed a committee to attend the National here. Unfortunately Mr. Duff was unable to come. However, he insisted upon my going. I think Nebraska to-day is changing her mind with reference to the National. Personally I am very much in favor of the work of the National Association. There is no question but that the National can be made a strong organization, that

it has been doing and that it can in the future, and more so than ever in the past, accomplish a great work.

Mr. Murphy: It seems to me that after the unanimous opinion of everyone who has spoken regarding this matter, the quickest way to get at it would be that the gentleman withdraw the new by-laws and constitution as submitted and the convention get down to work and go along the same as it has. I merely make that as a suggestion. It seems to me it would be more of a compliment to the National to withdraw the proposed constitution and by-laws and let the National Association proceed in future as it has in the past in the hands of the new directorate.

Mr. S. C. Woolman: I heartily agree with the remarks of the gentleman who spoke last. Since I have heard the discussion this afternoon I have felt that we would be doing an injustice to those affiliated organizations who have undoubtedly contributed very much to the strength of this Association at this convention. These new by-laws that were read here to-day I think have not been distributed amongst the members of the Association generally. I have never seen a copy of them, and so far as I know they have never been distributed, and the great mass of the members of the Association have never seen them or heard of them. Now, if such is the case, I think that the minority of the convention that are here now would be doing a great injustice to the great number of members who compose this Association if they adopted such a radical resolution without consulting them, and I hope that the meeting will not take such a



A GROUP OF CHIEF GRAIN INSPECTORS.

course, because the absentees have the right to be consulted about the matter. I hope the suggestion made by Mr. Murphy will be carried out and the proposed by-laws and constitution withdrawn.

It was then moved by Mr. J. W. McCord that the report of the committee on reorganization be laid on the table. The motion was seconded and carried.

On motion the meeting adjourned to June 3 at 10 a. m.

#### SATURDAY—MORNING SESSION, JUNE 3.

The meeting called to order at 10:30 by the chairman.

The secretary read the report of the committee on grain improvement, Mr. J. L. McCaull, the chairman of that committee, not being present. On motion, duly made and carried, the report was adopted and ordered spread on the minutes.

The report of committee on resolutions read by Mr. Charles England, and the various resolutions contained therein were duly adopted.

It was moved by Mr. Grimes and seconded that a copy of the resolution in regard to the regulation of railroad rates be sent to President Roosevelt and to the Interstate Commerce Commission. Carried.

Mr. England: I am directed by the resolutions committee to move that a committee of three be appointed by the president of this Association, who shall be chairman, to take up the matters suggested in Mr. Paddock's address and take definite action upon all of them during the year. The motion was carried.

Mr. Reynolds read a letter from the Iowa Association and the secretary read a letter from the chairman of the National Association of Grain Inspectors.

Mr. Brafford moved that the board of directors or secretary be instructed to withdraw any suit that they may have against any state for dues and notify them at once. The motion was carried.

Mr. H. S. Grimes read the report of the auditing committee. It was moved by Mr. Rogers and carried that the report be adopted and filed.

Mr. Goemann presented the report of the nominating committee. On motion duly made and carried the secretary was instructed to cast the unanimous ballot of the convention for all the officers mentioned in the report, which was done, and the following were declared elected officers:

M. F. Dunlap, O'Fallon, Mo., president.

Charles England, Baltimore, Md., first vice-president.

Fred Mayer, Toledo, Ohio, second vice-president.

Mr. Dunlap then took the chair.

Mr. Brafford: I move that the secretary call the roll of the states in good standing and that they nominate here their directors, and that the secretary notify all states that as fast as their dues are paid the new directors that they may elect or designate will be entered on the roll. Seconded and carried.

The secretary then called the roll and the following were nominated:

H. L. Goemann, director-at-large, Toledo, Ohio.

D. Hunter, Hamburg, Iowa.

A. E. Reynolds, Crawfordsville, Ind.

J. W. McCord, Columbus, Ohio.

Other directors will be named later.

Mr. J. W. McCord offered an amendment to Article 2 of the constitution, which was submitted in writing and unanimously carried. The amendment reads as follows:

Any firm, person or corporation engaged in any business closely allied to those of the receivers, brokers and track buyers and grain shippers, or officials of railroad companies, or agents of fast freight lines, shall be eligible to associate membership in this Association, upon signing an application therefor, which shall be submitted to the Membership Committee. They shall pay the same dues as regular members and shall have all the rights and privileges of members, except those of voting and holding office.

Mr. Burks moved that the chair appoint a committee of three to visit the Illinois Association at their convention and that this committee have power to act in reference to replacing Illinois on the list of members of the Association. The motion was seconded by Mr. Brafford and carried. Mr. Brafford suggested that that committee con-



D. HUNTER, WHO PRESIDED.

sist of A. E. Reynolds, H. L. Goemann and C. A. Burks.

On motion a recess was taken to 2:30 p. m.

#### Saturday Afternoon Session, June 3.

The meeting was called to order at 2:45, President Dunlap in the chair.



The report of rules committee was read by Mr. C. A. Burks.

Mr. Burks: The only suggestion we care to offer is that the directors should continue to publish a blue book and give the rules of arbitration so that the trade at large may become more familiar with what are the customs and rules of the National Association.

Moved by Mr. John B. Daish that the report as

T. P. Le Berthon, W. F. Rubins and R. H. Sumner, New York, N. Y.; R. I. Merigold, H. H. Cook, Frank H. Fitts, George F. Reed, P. J. O'Toole and Frederick Moore, Boston, Mass.

The Southwestern delegation will not have so far to go to attend the meeting next year. Those who journeyed from that section were: F. P. Lint of Atchison, Kan.; George H. Davis of Ernst-Davis Grain Co., Kansas City, Mo.; H. J. Dittenbaugh,

The meeting attracted from Baltimore: H. A. Lederer, J. W. B. Hax, P. W. Pitt, Walter Kirwan, Charles England, James A. Clark, Edward Netre and W. Leroy Snyder.

C. A. Foster of Pittsburg, Pa., thinks that all grain men are honest—at least all those to whom he presented his combination calendar and pocket mirror. Did you give it a look?

The only delegation bringing official badges to the meeting was that of Peoria. Those wearing the Peoria badges were: C. C. Miles of P. B. & C. C. Miles; D. D. Hall of Tyng, Hall & Co.; R. W. Van Tassell of Van Tassell Grain Co.

Wm. S. Gilbreath of Indianapolis was kept pretty busy shuffling the pack and everyone drew cards. Only one dispute arose and that was over the question as to whether a pair of eight-spots with the name Wm. S. Gilbreath Seed Co. over the top, beat three kings.

The following were in the Toledo party and came to the Falls by water: Mr. and Mrs. Fred Mayer and daughter, Mr. and Mrs. W. W. Cummings, H. L. Goemann, Chief Grain Inspector E. H. Culver, F. W. Rundell, F. O. Paddock, Mr. and Mrs. Charles Knox, E. L. Southworth, J. M. Coup.

As a reminder that Rosenbaum Brothers is one of Chicago's progressive grain firms, M. Vehon presented the grain men in attendance with an identification tag for suit case use or other purposes. On one side was a picture of the Falls, the date of the meeting and the Chicago firm's name.

The new exchange at Pittsburg, Pa., spared the following members for the two days' sessions: J. A. A. Geidel and D. G. Stewart, of D. G. Stewart & Geidel; C. A. Foster; Joseph A. McCaffrey of Daniel McCaffrey's Sons; Philip Geidel of Geidel & Dickson; J. E. Guyton; H. G. Morgan of H. G. Morgan & Co.

Chief grain inspectors included W. L. Richeson, New Orleans market; Wm. J. Duffy, Philadelphia market; Homer Chisman, chief inspector, and Charles Voegelé, deputy grain inspector Cincinnati market; J. D. Shanahan, Buffalo market; G. H. K. White, New York market; W. S. Cowen, chief inspector, and S. H. Smith, deputy inspector, Chicago market; Alfred Anderson, Peoria market; V. L. Nigh, Cleveland market; E. R. Gardner, Memphis



THE CHICAGO DELEGATION AFTER A TRIP TO GOAT ISLAND.

read be adopted and the suggestion of Mr. Burks carried out in regard to the printing of rules. The motion was seconded by Mr. Hunter and carried.

A communication was received from the Kansas City Board of Trade asking that the Grain Dealers' National Association meet in that city next year.

Mr. A. E. Reynolds moved that the convention adjourn.

President Dunlap: Before that motion prevails I want to congratulate the Association upon the good feeling that has prevailed among us. I think we have done a good work and I think we start out with bright prospects for the coming year, owing to the fact that there is such harmony and that there is such a disposition on the part of everybody to help the organization along and to help the officials along.

The motion to adjourn was seconded by Mr. Mayer and carried.

#### NOTES OF THE CONVENTION.

A. W. Clark attended from the Cleveland market.

Minneapolis was represented by Clarence A. Brown.

Herman Deutsch of Deutsch & Sickert Co., and J. C. Reingans, with C. A. Kraus Co., represented the Milwaukee market.

Only one machinery house was represented, the Huntley Mfg. Co. of Silver Creek, N. Y., by C. G. Hammond and F. L. Cranson.

From Cincinnati there were H. H. Hill of Southern Grain Co., A. C. Gale of Gale Bros. Co., Clyde S. Emrich of Inter-State Grain Co.

C. G. Eggly of Berne, Ind., had with him, as usual, his double, to see whom it was only necessary that he present you with his business card.

Wm. S. Gilbreath of Wm. S. Gilbreath Seed Co., E. W. Bassett, Bert A. Boyd, E. B. McComb, J. M. Brafford and F. M. Murphy journeyed from the Indianapolis market.

From the Eastern points there were: John B. Daish and A. T. Anderson, Washington, D. C.; E. L. Rogers of E. L. Rogers & Co., Philadelphia, Pa.; J. M. Buckley, R. F. Campbell, S. C. Woolman, Clarence I. Woolman, John O. Foering and H. C. Miller, Philadelphia, Pa.; M. B. Jones, J. Simpson,

Kansas City, Mo.; H. W. Daub of Schreiner-Flack Grain Co., St. Louis, Mo.; W. D. McEvers, St. Louis, Mo.; John Schulte, St. Louis, Mo.; N. Morton, St. Louis, Mo.

The following state secretaries were in attendance: M. G. Ewer, Michigan; J. W. McCord, Ohio; J. M. Brafford, Indiana; George Beyer, Illinois; George A. Stibbens, Iowa and Missouri Union; H. G. Miller, Nebraska; P. C. Goodrich, National Hay Association.

The following Buffalo grain merchants made their headquarters at the meeting: T. E. Stofer of Alder & Stofer; F. Howard Mason; Basil Burns of



THE START IN THE AUTOMOBILE RIDE.

Burns Bros.; L. S. Churchill; United Grain Co.; S. W. Yantis; G. E. Williams; A. W. Harold, with Dudley M. Irwin; Henry D. and J. W. Waters; F. G. Winter; M. Purcell of Buffalo Cereal Co.; Thomas Sampson, Buffalo manager, Milwaukee Elevator Co.; H. G. Anderson; John A. Seymour Jr.; O. A. Bruso; George H. Gisel, with J. H. Rodebaugh; George E. Williams; A. C. Davis; W. E. Lee; Wm. B. Gallagher.

market; Charles McDonald Jr., Baltimore market; Seth Catlin, Boston market.

Chicago was represented by George Marcy of Armour Grain Co.; E. L. Merritt of W. H. Merritt & Co.; Joseph P. Griffin, with the Glucose Sugar Refining Co.; C. F. Schneider of E. W. Wagner; George S. Green of Illinois Seed Co.; J. W. Radford, with Pope & Eckhardt Co.; M. L. Vehon and Theodore Speltz, with Rosenbaum Brothers; W. K.



Mitchell of Calumet & Western Elevator Co.; A. E. Schuyler, assistant Board of Trade weighmaster; J. A. Schmitz, scale expert, Board of Trade weighing department; O. C. White, with H. Hemmelgarn & Co.; Edward Andrew, with Nash-Wright Co.; F. D. Austin, with Crighton & Co.; H. N. Sager, with J. H. Dole & Co.; George S. Bridge of Bridge & Leonard; J. C. Rogers of H. W. Rogers & Bro.

The following grain men were present: C. G. Eggly, Berne, Ind.; M. L. Conley, Frankfort, Ind.; W. E. Sheldon, Jackson, Mich.; John Wren, Deunquat, Ohio; A. E. Reynolds, Crawfordsville, Ind.; D. Hunter, Hamburg, Iowa; H. S. Grimes, Portsmouth, Ohio; J. A. Heath, Lennox, Mich.; P. E. Goodrich, Winchester, Ind.; M. F. Dunlap, O'Fallon, Mo.; W. T. Hulscher, Battle Creek, Mich.; H. O. Boyd, Lyons, Neb.; W. B. Foresman, Indianapolis, Ind.; T. C. Cochran, Sharpsville, Ind.; C. A. Seaward, Kokomo, Ind.; S. D. Bailey, Wanatah, Ind.; A. E. Lawrence, Mulliken, Mich.; H. W. Robinson, Greensprings, Ohio; E. J. Norton, Greenfield, Ohio; F. E. Griffin, Paw Paw, Ill.; C. M. Barlow, Kokomo, Ind.; George A. Stibbens, Prescott, Iowa; J. C. Batchelor, Sharpsville, Ind.; T. A. Morrison, Frankfort, Ind.; John B. Yeager, Wilkesbarre, Pa.; N. D. McEvers, Montezuma, Ill.; J. E. Fannington, Anadarko, Okla.; C. W. Pearson, Rochester, N. Y.; George R. Miller, Rochester, N. Y.; T. C. Crabbs, Crawfordsville, Ind.; J. W. McCord, Columbus, Ohio.

### ELEVATOR FEES AND REBATES.

In an address before the recent International Railway Congress at Washington, D. C., Stuyvesant Fish, president of the Illinois Central Railway, is reported to have said, with relation to rebates and rate discrimination, that "the present law is ample to prevent discrimination, double dealing and secret rebates."

J. W. Hastings of the J. W. Hastings Commission Company, Ltd., of New Orleans takes exception to this statement, and in an open letter to Mr. Fish calls attention to the effect of elevator fees at New Orleans prior to the burning of the Stuyvesant Docks. It is pointed out that the present laws do not cover the subject of elevator fees paid to preferred shippers and withheld from others, and that these fees amount substantially to a rebate. Continuing, Mr. Hastings says:

For several months your road paid to Messrs. Bartlett, Frazier & Carrington elevator fees on corn handled by them through Elevator "E" in this city, thus discriminating against the other dealers who were handling corn through the same elevator. As to "double dealing," your company leased Elevator "D" in this city to Messrs. Harris-Scotten Company of Chicago under a contract which gave them an advantage in the handling of grain. It is true they paid the full rate for freight and elevation, as well as the cost of operating the elevator, but afterward they received a fee or elevator rebate. This action on your company's part is a clear case of "double dealing."

So marked were the advantages given these firms that corn could be sold to them at Illinois Central local stations and bought from them f. o. b. ship New Orleans for less than it would cost to lay it down in New Orleans, adding the tariff rate for freight and elevation. In consequence of these advantages the local export traders, working on a strictly business basis, have been driven out of handling export grain.

The letter further alleges that Mr. Hudson, traffic manager of the Illinois Central, has stated that he could not promise that elevator rebates would be discontinued at New Orleans when the elevators were rebuilt.

Mr. Hastings adds that "Mr. Harrahan promised at one time to meet the grain dealers of New Orleans and explain that these elevator fees were not rebates, but finding that the facts were well known and explanations difficult he became too busy to fulfill his appointment."

Corn and beans are now admitted to Costa Rica duty free, owing to a shortage in the home crop. The exemption went into effect May 1 and will continue until December 31, 1905.

## COMMUNICATED

[We invite correspondence from everyone in any way interested in the grain trade on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

### A NORTH DAKOTA REMOVAL.

*Editor American Elevator and Grain Trade:*—Kindly change my address from Lakota, N. D., to Park River, N. D., and oblige,

Yours truly, H. E. KINNEY.  
Park River, N. D.

### GRAIN MAN HONORED.

*Editor American Elevator and Grain Trade:*—As I have bought my brother's interest in the firm of Erickson Bros., please change the address of the "American Elevator and Grain Trade" to John Erickson. I was elected mayor of Stromsburg at the election, April 4, 1905.

Yours truly, JOHN ERICKSON.  
Stromsburg, Iowa.

### LITTLE CORN MOVING.

*Editor American Elevator and Grain Trade:*—Inclosed find draft for \$1 for subscription for one year, beginning with the May issue, of the "American Elevator and Grain Trade."

Wheat does not promise more than a half crop with us. It is dry and windy. A little corn is moving, but not as much as we expected—and we did not expect much, either.

Yours truly, W. C. BROWN.  
Palmer, Kan.

### CHANGE OF ADDRESS.

*Editor American Elevator and Grain Trade:*—Through an oversight I have let my subscription to your valuable paper lapse. I have moved again and am now located at this address, where we have a lumber yard in connection with the grain business. I moved here on May 1; am still with the Neola Elevator Company. Inclosed please find \$1 to pay for the "American Elevator and Grain Trade" for one year from date.

Yours truly, J. A. MILES.  
Juniata, Iowa.

### A SATISFACTORY SEASON.

*Editor American Elevator and Grain Trade:*—I am glad to say this has been a very satisfactory season for us. We have done a large volume of business and made a living profit. We had a large hay crop, but the tame hay was poor quality, as I think it will be again this season. We will have large crop of wild hay, and good hay, too. I am not sure that we will be represented at the meeting this season, but hope you will have a nice time.

Yours very truly, E. H. SCHREINER & SON.  
Lamar, Mo.

### JUDGMENT FOR SALE OF ELEVATOR.

*Editor American Elevator and Grain Trade:*—We inclose a synopsis of a decision rendered in the district court of this county, May 31, which may, perhaps, be found interesting to elevator owners and readers of your journal, should you choose to publish the same.

Yours truly, THE BENNETT COMMISSION CO.  
Topeka, Kan.

In the District Court of Shawnee County, Kansas, A. H. Bennett has just obtained judgment against the French Grain Company, of which E. F. French of Farmer City, Ill., is president, for commissions due him in effecting a sale of the old Capitol Elevator in Topeka.

It appears from the evidence at the trial that Mr. Bennett had worked on the property for several months, succeeded in interesting a buyer, and placed him in direct communication with the owner; that after such negotiations had been continued for some time, the sale was consummated without Mr. Bennett's knowledge, payment of commissions subsequently refused, and suit resulted;

held, that with both written and verbal authority from the owner for Bennett to sell the property, and written acknowledgment from the buyer that he had instigated the sale, said Bennett was entitled to full commission thereon, and judgment so ordered.

### AN IMPORTANT CHANGE.

*Editor American Elevator and Grain Trade:*—As you perhaps know, we have been a part of the Skewis-Moen Company of Minneapolis since that company was organized.

The company will be divided July 1 and we get what houses our company have on the C., R. I. & P. (ten in number), and have purchased the Henry Rippe Elevator here. We expect to make a cleaning house cut of the elevator here and make this our headquarters.

Yours truly, ANDERSON & MOEN.  
Estherville, Iowa.

### QUANTITY OF HAY IN FARMERS' HANDS.

*Editor American Elevator and Grain Trade:*—There has been about the usual amount of hay marketed in our section the past season, although prices have been so low that there has been no inducement to farmers to rush their hay on the market.

There is still quite a bit of hay in farmers' hands, but in most cases the quality is so poor that the present prices offered for this grade of hay will not pay the handling expenses.

The growing crop of hay is very heavy and indications point to the harvesting of a bumper crop in this territory next month.

Respectfully, KEWAUNEE GRAIN CO.  
Kewaunee, Wis.

### ANOTHER CASE OF FORGERY?

*Editor American Elevator and Grain Trade:*—It would look very much as if there is another case of forged bills of lading at Columbus, Ohio, similar to the one at Cincinnati, etc., by the man from Paris, Ill. We hold bill of lading for a car of oats, purported to have been issued by the Lake Shore Road, and on which we advanced Storer & Co., of Columbus, Ohio, \$425, and which the railroad company claims is not authentic. We are also informed that Geo. W. Fitts, Herman L. Buss and Hammers & Co., all of Boston, are similarly situated.

There is a warrant out for Storer's arrest and the prevailing opinion is that he is in Mexico and has been there for some time.

Yours truly, ALDER & STOFER.  
Buffalo, N. Y.

### IMPROVED TERMINAL FACILITIES.

*Editor American Elevator and Grain Trade:*—Conditions prevailing in our market all during this past season were quite satisfactory both to our buyers and receivers. Of course buyers did not get near as much high grades as they were promised earlier in the season when everyone predicted a bumper crop of superior quality, but what little was handled was sold at good prices. There was no advance to note in prices as the season was closing, as was most generally expected by our trade; we feel sure that the large amount of undesirable grades had the tendency to make new history as to any advance in values.

Our terminal facilities for handling hay are now unsurpassed; all our big trunk lines have made improvements in their hay terminals and the new arrival here in railwaydom (Frisco System) have now under construction what promises to be a truly modern hay warehouse.

This is distinctly a timothy hay market and we always have a splendid demand for strict No. 1 to choice grades. Some little alfalfa has been marketed here from Illinois and Colorado, but it will yet be some little time, if ever, before timothy will be dethroned as king in this market. Louisiana has a few alfalfa farms, but the product is usually consumed on the farm and does not enter into city competition.

We are on the eve of what promises to be a bumper crop of timothy hay, and with our im-



proved terminal facilities this market should get quite a large share of the shippers' patronage.

Yours very truly,

JOS. V. FERGUSON & CO.

New Orleans, La.

#### FARMERS' HOLDINGS WILL INFLUENCE MARKET.

*Editor American Elevator and Grain Trade:—*

The conditions of the hay business for the past year have been entirely different from anything we have ever experienced before. Shippers have universally lost money, or at least have not made any. The high prices ruling for the past several years have made our farmers loath to accept prices that the shippers could afford to pay, hence hay was bought on a very small margin, and there being such an unusually large supply of low-grade hay nothing but the very best timothy would pay the shipper a profit. It took some months for them to realize the exact condition of the market.

It now looks as though another large crop of hay would be harvested. With fully 20 per cent of the hay that is usually shipped in the farmers' hands it looks as though hay would be low for another twelve months. With best wishes for your valuable publication, we are,

Yours very truly,

GOODRICH BROS. HAY AND GRAIN CO.

Winchester, Ind.

#### "UNIFORM GRADING IN MINNESOTA."

*Editor American Elevator and Grain Trade:—*

Noticing in your paper of May 15 an article headed, "Uniform Grading in Minnesota," wherein you speak of the difference in inspection between Minneapolis and Duluth, by the same inspection department, and cite a case where seven cars were graded higher at Minneapolis than at Duluth, I do not know from whom you received your information (which is entirely wrong), so have taken the liberty to send you the true facts in the matter, which are as follows:

The seven cars in question were inspected "out of store" at Duluth as 2 Northern by the Inspection Department, and were raised to 1 Northern by the Duluth Appeal Board. The cars were then shipped to Minneapolis, and were graded 2 Northern by the Minneapolis Inspection Department (which had no knowledge where these cars came from). This grade was "sustained" by the Minneapolis Appeal Board.

The above goes to show that the grading at Minneapolis and Duluth, as far as the Inspection Department is concerned, is uniform. Necessarily so, as all the inspectors of the department are old and tried men—some of them being in the department since its inception twenty years ago.

Yours truly,

F. W. EVA,

St. Paul, Minn.

Chief Inspector.

#### WHEAT FROM LIGHT-WEIGHT RUSTED SEED.

*Editor American Elevator and Grain Trade:—*

We have had a careful examination made of the wheat plant grown from light-weight rusted seed. The examination was made by Mr. L. D. Marshall, one of the most competent men we know of, and covered a large part of the territory where the wheat was badly rusted last season. At each station he went into fields known to have been sown with good seed and others with light-weight wheat. In addition to the work done by Mr. Marshall, we have had the conditions investigated at several stations in Minnesota and South Dakota by men in our own employ whom we consider thoroughly competent and are very much pleased to be able to report as follows:

Not to exceed 10 per cent of the seed used was below 50 pounds in weight and there is practically no difference in the advancement or strength of the plant grown from the light-weight and the good seed. Durum wheat is much farther along than either Fife or Bluestem and appears to be much more vigorous. There is a territory west and north of Aberdeen, S. D., where some of the wheat is not

as strong as the general crop appears to be and in this territory the report discloses that a part of the seed was especially light, testing 45 pounds or under.

The plant, wherever examined, appears to be thoroughly well rooted, although most of it has not yet stooled, and we believe the entire crop is a week or ten days later than normal. All things considered, the wheat crop may be said to be in excellent condition. The spring weather has been unusually favorable for plowing and breaking and, as a result, there is every indication that a very large crop of flax will be sown.

Yours respectfully,

THE VAN DUSEN HARRINGTON CO.

Minneapolis, Minn.

#### FARMERS INCLINED TO SELL HOLDINGS.

*Editor American Elevator and Grain Trade:—*

The hay business during the past season has been one of the most unsatisfactory that we have ever known. Farmers generally were dissatisfied with prevailing prices of hay and have held back their stock persistently until the present time, when there seems to be a general disposition to let loose of the same.

Our crop here averaged very fair compared with other years as to quality, but a little deficient in color. There is a general disposition now on the part of our farmers to dispose of their hay, while Eastern and Southern markets seem to be very unsatisfactory, dull and tending toward lower prices. In view of these conditions we are not trying to do a large amount of business.

The new crop is coming along very nicely and has had sufficient rain; some reports indicate that the weather has been a little too cool and that the crop will, therefore, be a little backward and in some sections a little bit light. From present appearances we should say that we will have a full average crop in this part of the country, both of timothy and mixed hay.

Cars are more plentiful than last year, but demurrage charges are still assessed and discrimination at non-competitive points still continues. We hope to have better conditions in this state before another year rolls around through the influence which our Railroad Commission will have upon the railroads.

Very truly,

S. BASH & CO.

Fort Wayne, Ind.

#### NEWS FROM INDIANA.

*Editor American Elevator and Grain Trade:—*

J. W. Witt of Lebanon, formerly operating a mill and elevator at Whitestown, has completed his new elevator and feed mill at Lebanon. He has also purchased the elevator formerly owned and operated by Morris & Son at this place and will operate both plants. The new elevator is equipped with Western Sheller, Cornwall Cleaner and complete modern machinery for grinding corn for feed and meal. Extensive repairs will be made in the Morris plant.

Jenkins & Cohee, who purchased the mill property of J. W. Witt at Whitestown, have removed all the mill machinery and will remodel so as to use all space for a grain elevator. Their headquarters are at Lebanon. F. B. Mabbitt, formerly located at Cicero, has a fine new elevator well under way at Arcadia. The capacity is about 15,000 bushels. It will have a 25-horsepower Fairbanks-Morse Gas Engine in a brick engine room. All equipment is to be modern and up to date.

The Urmston Grain Co. at Dundee is putting in a new steam plant to obtain more power. Bartlett, Kuhn & Co. of Terre Haute are reported as having secured the exclusive right to erect elevators on the new line of the Southern Indiana Railroad, now building from Terre Haute to Indiana Harbor. They expect to erect about twenty-five new elevators. Several are already well under way. Machinery is being installed in a large one at Quaker, Ind.

Huffnagle & Miller, who operate elevators at Redkey and Powers are making extensive improve-

ments at the latter place preparatory to the large crop anticipated.

A. W. Haycock, Sims, has changed his power from steam to natural gas. He has put in a 50-horsepower Muncie Gas Engine. A. P. Watkins, Lincoln, is doubling the capacity of his elevator by the erection of a large addition, besides making other improvements.

Yours truly,

INDIANA TRAVELER.

#### CONDITIONS UNSATISFACTORY.

*Editor American Elevator and Grain Trade:—*

Regarding the business conditions of this section for the past year we will say, they have been very unsatisfactory, and the trouble has been the high prices that have been paid in the country for hay. There was not margin enough between the buying and selling price to pay expenses and leave a fair dividend. We think this has been general throughout the hay-producing states.

We cannot account for it in any other way unless, perhaps, it is an epidemic. This was not the fault of any one individual buyer in any particular locality, but was the fault of all the buyers in general. The farmers had their ideas of value above the market and if the buyers had sat down for a month or six weeks the farmers would have taken the market value for their hay.

Regarding the crop conditions, we think it looks very favorable in this locality for a fair crop. There is not nearly as much hay on hand with the farmers and dealers as there was last year at this time in this particular locality, but we are not looking for any high prices on the balance of this season's crop. Trusting this will be interesting to your readers we are,

Yours truly,

GEORGE F. DIMOND & CO.

Mayville, Mich.

#### ADVOCATES TERMINAL WAREHOUSES.

*Editor American Elevator and Grain Trade:—*

The hay shippers southeast of Chicago, who usually ship their hay East and South on orders, have not generally had a good season, owing to the fact that they have had to consign their hay, which is not satisfactory.

We think the worst evil in the hay trade, from a shipper's point of view, is to consign to a market where the hay is sold by door inspection. Very little hay can be graded so evenly but that the purchaser can use the poorer bales which show at the door as a lever to get the price down; then when they unload the car, the best bales are taken and the poorer ones left, which, of course, is then poorer than the doorway of the car, and then the buyer insists on a discount, which he gets. The shipper does not have this to contend with when he ships to the consuming trade or to dealers who are inclined to be fair.

All large markets should have terminal warehouses where a car of hay can be piled two tiers wide, so that the purchaser can see what he is buying, and no discounts allowed. Some time ago I asked a popular salesman of one of the largest receiving houses where the hay is sold by the door, what per cent of the cars went out straight. His reply was, "Not over 5 per cent."

The warehouse, in our judgment, is the only remedy and it will be a great benefit to the receiver as well as the shipper, as then there will be no balance to look after. And as several railroads could use the same warehouse, their work would not be so scattered and it would take fewer salesmen. It would be a benefit to the railroads as well as it would take less track room. Let us all agitate the question.

Yours truly,

C. E. NICHOLS,

Lowell, Ind.

C. E. Nichols & Co.

In Central Texas, where oat harvesting began about June 1, the crop is going 90 bushels or over in some cases, with quality excellent.

A co-operative broom factory is being established at Helena, Mont., and an effort is being made to induce Montana farmers to raise broom corn.



## TWELFTH ANNUAL MEETING OF THE ILLINOIS STATE GRAIN DEALERS' ASSOCIATION.

Grain dealers of Illinois, members of the Illinois Grain Dealers' Association, took a day off, generally, on June 13, and journeyed to Decatur, where was held the twelfth annual meeting of the Association. The meeting was announced to be held in the Coliseum, but failure of the managers of the hall to put the assembly room in order caused the meeting to go to the Grand Opera House, and the meeting was called to order in that building at 11 a. m.

President G. H. Hubbard of Mt. Pulaski then read his annual address, as follows:

Gentlemen of the Illinois Grain Dealers' Association, in annual convention assembled: I greet you with a hearty welcome, and thank you for the confidence reposed in me when you elected me as your president, one year ago. I deem it proper that I give in a general way an account of my stewardship, leaving the more exhaustive report to your more active officer, the secretary, Mr. Beyer.

Your officers have undertaken to conduct your organization upon a high and honorable basis. We have let it be known to the public that we were not an organization working for selfish or questionable purposes, as may have been suspected by some of our friends, but that we are an organization formed on a solid commercial foundation, for the purpose of promoting the commercial and social interests, not only of our members, but of all the citizens of the great and fertile state of Illinois, which is a member and a part of the greatest nation of ancient or modern times, and which to-day is presided over by the greatest, most courageous, most democratic ruler the world has ever seen, "Theodore Roosevelt."

During the past year your officers have worked hard and incessantly for the improvement of the inspection of grain in the city of Chicago, the great commercial and speculative grain market of the world. While we were unsuccessful in our effort to secure the passage of a civil service law, by the late legislature, covering the grain inspection department of the state, our agitation has had a good effect, and is bearing good fruit, by stimulating the department to more activity, uniformity and fairness. We appreciate the awakening of the department, and trust that they will continue along the lines of progress, until the inspection of grain shall no longer be a question involving a very large percentage of guesswork, but will be one of certainty, based upon scientific principles. Your president believes that the inspection department should establish a basis by percentages of the amount of moisture allowable in the different grades of grain, thereby doing away with practices of guessing at what is No. 2, No. 3 or No. 4 grades of grain on account of the amount of moisture contained therein.

Your president has opposed the admission into our Association of the organizations commonly known as farmers' elevators, because they are of a nature bordering on socialistic, organized not for commercial purposes, but for the destruction of the independent grain dealers, and as self-preservation is the first law of nature, it is not strange that we look upon the promoters and supporters of such concerns as not being friends to us.

Your board of directors were unable to see wherein the National Association was doing anything for the benefit of the state Association or its members; therefore, they decided not to pay any dues for the year 1904, and allowed our Association to be dropped for the non-payment of dues.

Your president is a very firm advocate of local or branch associations, and urges you to attend their meetings, which should be held at least once a month. By doing so you will live longer, have a better opinion of your competitors, and have the red entries on the side of the ledger that will cause you to have a pleasant look. We believe it is necessary to organize to correct evils in the trade. We believe that in union there is strength. We believe that to-day our organization is in closer union, and, therefore, stronger, than ever in its history. And I predict a bright and prosperous future, and ere long the dealers will seek admission within our fold, not waiting to be solicited to join with us in the promotion of our common interests, and to secure the blessings of peace and plenty to ourselves and our posterity.

I feel that the fraternal feeling was never better than at the present time. Organization has done for the grain shippers of Illinois that which could not have been accomplished without it. By organization we may hope to manacle selfishness, give precedence to equity, and promote a respect for the rights of others. Mutual and reciprocal interests will turn jealousy into forbearance, suspicion into confidence, antagonism into harmony. If organization fails to accomplish its purpose, the blame may be placed upon individual egotistical arrogance and not upon organization.

The mission of the Illinois Grain Dealers' Association, as we understand it, is to war against irregular, unfair and unjust methods; to form a closer acquaintance, disseminate knowledge of commercial conduct, establish feelings of fairness among its members, so that in their conduct toward each other they will ever bear in mind the Golden Rule: "Do unto others as you would that others do to you." If every dealer would but do this, nine-tenths of our troubles would disappear as the morning vapor before the sun's pleasant rays.

Gentlemen, I am proud of the honor of presiding over a body of men whose integrity in the realm of commerce is not questioned, but stands at the top. I thank you for your attention.

Secretary Geo. Beyer read the minutes of the last meeting, which were approved as read.

On motion of J. P. Woolford the chair appointed a committee of five on nominations, and on motion of E. R. Ulrich one of three on resolutions, as follows:

Nominations—J. P. Woolford, Dalton; E. C. Boyer, Tampico; C. C. Miles, Peoria; J. N. Hairgrove, Virden; H. N. Knight, Monticello.

Resolutions—E. R. Ulrich, Springfield; Edwin Beggs, Ashland; L. G. Metcalf, Illiopolis.

This closed the business of the morning session, but the hour being early, Mr. G. C. McFadden moved to go forward with the afternoon program, and Secretary Beyer read his annual report, as follows:

We have gathered here to-day to take part in the twelfth annual meeting of our Association. The past year has been a very prosperous one for the majority of our members, and for our Association also. One year ago we had 621 members, to-day we have 708. Nine receivers have withdrawn in the past year, and 62 country dealers have sold out: so



PRESIDENT G. H. HUBBARD.

that we have to-day 550 of the old members that we had a year ago, and 158 that have been added in the past year.

Quite a few of our members are in arrears for dues, and this should not be the case, as the amount paid for dues is so small that it is not worth mentioning, when we take into consideration the benefits we derive from association work. Fifteen years ago the average business life of a grain dealer was three years; to-day a failure among grain dealers is a very uncommon occurrence.

Since January 2, 1905, by the assistance of S. W. Strong, our traveling representative, we have secured quite a number of new members, and have reinstated a number of old ones who had dropped out. Our state is so large, and contains so many railroads and elevators, that it is impossible for one man to take care of the business of the Association, organize new territory and do it right. But two men, working in harmony and on the same systematic plan that Mr. Strong and I have followed since January 2, should be able to call on all the dealers in the state in the next year and get about 90 per cent of them to join our Association. We have made a systematic canvass of the different countries in which we found time to work, and in several instances succeeded in getting every dealer in the county to join the Association. After canvassing certain territory, meetings were called at some central point, and local associations formed and local matters discussed and adjusted.

No dealer who is not a member of the state Association should be allowed to be a member of a local association. Our plan of organizing local associations has been to have them conducted without any expense whatever, except the amount paid for dues and membership fees to the state Association. In most instances I have sent out the notices for local meetings from my office and called them whenever necessary. This keeps me in touch with the different local associations and better posted as to what is going on throughout the state. The state is better organized to-day than ever before, and if the work is continued along these same lines for another year, our Association will be strong enough to command the respect of our lawmakers and of all the receivers in all terminal markets.

Arbitration.—During the past year we have had

nine cases for arbitration, and a number of differences have been settled by me without bringing them before the arbitration committee. I still find a few dealers, both shippers and receivers, who refuse to arbitrate their differences. The time has arrived when we should refuse to do business with an individual or firm who will not submit their differences for arbitration or abide by the decision of the arbitration committee.

Legislation.—Our Association was quite active at Springfield during the recent session of the legislature, and we were in a measure successful in our efforts. With the assistance of the Chicago Board of Trade and the Merchants' Exchange of St. Louis we succeeded in killing the proposed weighing bill, a very obnoxious measure, introduced for the purpose of giving the state control of the weighing of grain in this state and which would have abolished the excellent weighing department established in Chicago by Mr. Foss, which department is a criterion for all other markets, and although shortages will occur in all markets, no matter who does the weighing, they have been reduced to a minimum in Chicago.

Great improvement has also been made in the weighing department of the Merchants' Exchange of St. Louis, and I am sure that we would get better service in East St. Louis, if we could induce the state to withdraw their weighman and allow the weighing to be supervised by the weighing department of the Merchants' Exchange of St. Louis. I believe that the board of trade or exchange in which our grain is sold should be responsible for the weights, as it is by their reputation for good weights and square dealing that they expect to draw our trade.

The certificates issued by the Merchants' Exchange weighing department of St. Louis show the actual weight of the contents of the car, and there is no dockage or tare taken, while in East St. Louis a tare is allowed of 100 pounds on cars weighing 40,000 pounds or over, and 50 pounds on cars weighing under 40,000 pounds. I wish to take this opportunity to thank the committee of the Chicago Board of Trade for standing by us in our fight against this weighing bill. Even after it had been intimidated to them that the bill might be changed so as not to include Chicago, they stood pat with us, and demanded that the bill be killed in its entirety.

Our legislative committee was active in the cause of civil service, but as nothing but the charitable institutions was embraced in the bill that was finally passed, it does not appear that we accomplished very much, but this is a mistake, as the attention of Governor Deneen, W. S. Cowen, the chief grain inspector, and the Railroad and Warehouse Commissioners, has been called to the necessity of some improvement in the methods of inspecting grain, and they are working along these lines at the present time, and I feel very confident that the work of the inspection department will soon be as efficient as honest service can make it. The governor has expressed himself very plainly on this matter, and I believe that in the appointment of Mr. Cowen he has selected a man who will do his level best to give us good service and honest inspection. I would urge the grain dealers of Illinois to cultivate a closer acquaintance with the chief inspector and the inspection department, and if you think you are not getting fair treatment, write him, or call on him, and I am sure he will make every effort possible to see that you receive a square deal. Our experience during the recent session of the legislature should show the dealers the necessity of organization, if for no other purpose than that of watching legislation, and before the next session every dealer in the state should be a member of our Association. If this can be accomplished, we can go before the House and Senate and get any legislation that is right and just.

About one year ago a meeting was called in Chicago by the Illinois Manufacturers' Association. At this meeting there were about 100 shipping organizations represented, ours being among the number, and an organization called the American Shippers' Association was formed, whose object was the defeating of the uniform bill of lading. We have contributed toward the expense of having this organization maintain its representatives at Washington for the purpose mentioned.

National Association.—Our president and directors have seen fit in the past year to withdraw from the National Association, and considerable has been said by the grain dealers in Illinois and the neighboring states in regard to the matter, and also about what I said before the credentials committee at the national convention at Milwaukee about one year ago.

At our annual meeting one year ago, a motion was made, seconded and carried, that the bill of the National Association for last year's dues be paid. At the convention in Milwaukee I was asked, while before the credentials committee, if our Association had the money and would pay the dues that had been voted on at our annual meeting in Decatur. I said, "certainly," and that it was only a question of our president, Mr. Hubbard, and myself getting together and drawing an order for the amount voted on. This was done later on, and we paid the National Association \$148.50, the amount called for by the motion. It was said that I had promised at Milwaukee that our Association would pay the current year's dues, but this is not correct, as I was perfectly familiar with the motion as made in Decatur, and had no authority to say this, and I am positively certain that I did not say so.

It looked like a very strange and inconsistent proceeding for an organization that advocated the arbitration of differences to sue a kindred organization, and not take steps to arbitrate the matter. This suit has, however, been withdrawn by the National Association, and they have extended the olive branch of peace, and I hope it will be accepted, and that our differences may be adjusted to-day, and that we will continue to affiliate with the National Association, on a basis that will be satisfactory to both associations.



There is need and room for a national association of grain dealers.

## FINANCIAL REPORT.

Cash on hand June 15, 1904.....	\$ 396.05
Dues collected to June 13, 1905.....	4,319.74
Membership fees collected.....	790.00
Arbitration fees collected.....	147.00
Ads in directory.....	311.00
Rebate on mileage.....	188.79

Total receipts and balance.....	\$6,152.58
Disbursements .....	5,488.06

Cash on hand.....\$ 664.52  
**STATEMENT IN DETAIL OF EXPENDITURES  
 OF THE SECRETARY FOR THE YEAR  
 ENDING JUNE 13, 1905.**

Office supplies .....	\$ 99.52
Stationery and postage.....	887.05
Traveling expenses .....	938.51
Stenographer .....	248.50
Secretary .....	1,500.00
Telephone and telegrams.....	55.36
Directors' meetings .....	50.76
Rent .....	90.52
Janitor .....	5.25
Merchants' exchange dues .....	12.00
Light .....	4.50
Express charges .....	19.86
Mr. T. Ryan, traveling representative.....	218.75
Mr. S. W. Strong, traveling representative..	986.58
Dues to National Association.....	148.50
Arbitration committee .....	111.35
Refund on arbitration .....	28.00
American Shippers' Association .....	25.00
Legislative committee .....	58.05

Total .....

The report was accepted and placed on file.

Mr. A. G. Tyng urged that inasmuch as the grain dealers had met at Decatur for a number of years that the next annual meeting be held at Peoria.

Mr. Beggs said he had no objection to going to Peoria, but that former meetings held there had not brought out the dealers.

Mr. Hayde moved as an amendment that the next annual meeting be held in Chicago.

Mr. C. C. Miles of Peoria called attention to the fact that membership west of Peoria was very small, and it seemed impossible to get the dealers in that territory to come to Decatur or to Chicago, but that if they would come to Peoria there would be a large meeting.

E. Roberts of Peoria said that it was true they had distilleries in Peoria, but they also had the purest water and finest park system, street car system, and had lately added a miniature Coney Island. He thought these facts should induce the dealers to come to Peoria.

Mr. Beyer, in reply to Mr. Miles, said that they were increasing their membership west of Peoria, to which Mr. Miles agreed, but said the dealers in that territory were not here and that they would come to Peoria.

On motion by Lee Metcalf an adjournment was taken until 1:30.

## Afternoon Session.

President Hubbard called the meeting to order at 2 p. m. and took up the question of the place for holding the next annual convention.

Peoria was selected over Chicago by unanimous vote.

Prof. E. M. East of Urbana, Ill., was introduced, who made an address on "Corn Improvement and Corn Breeding."

An address was made by H. A. Foss, Board of Trade weighmaster of Chicago, on "Weights in Chicago." Mr. Foss illustrated his address by pictures of various scales in use in early times, scales used early in Chicago, and the large hopper and track scales used at the present time. His paper might be termed a recapitulation of the points in former papers on the subject of scales and ended by giving a short history of the handling of grain in Chicago over fifty years ago and now.

Mr. J. A. Schmitz, scale expert of the Chicago Board of Trade weighing department, then showed how a scale test was made, using a miniature track scale for the purpose.

Mr. Schmitz said a 50-pound weight was not sufficient for a 4-ton wagon scale test. The variation that you could see on a 50-pound weight would be so slight that it would not be noticed.

Mr. Foss said that the department would not

issue certificate of weights at an elevator unless one of his men was present and supervised the weighing.

The following address was made by W. Scott Cowan, chief grain inspector of Chicago:

I never get up before an audience to speak or read a paper, but I think of the tramp ventriloquist's dog. And by the way, I knew this tramp in his palmy days, and during his decline I often had occasion to remember him. So on that particular day, as I was taking a light lunch in a café, I was not surprised to see him appear a minute after I had arrived; and when he boldly stepped up and ordered a drink, I felt that I was in it for the price. I did not notice that he had a companion with him until I heard him say: "What will you have, my dog?" And at that the dog said: "Give me a ham sandwich." We were surprised and the barkeep said: "What, have you got a dog that can talk?" And Mr. Tramp says: "Ob, just a little," and asked the dog to repeat his order, and the dog said: "A ham sandwich will do me." At that the barkeep said he would like to buy the dog, and after bantering for a while about the price the bartender offered \$150 for the dog. All this time the dog was saying: "Don't sell me, partner; don't sell me." But the money changed hands, and the bartender took possession of the dog, at which the tramp started to leave the place. Then the dog piteously bellowed to him: "You are not going to leave me, partner, are you?" And the tramp said: "I hate to do it, but I've got to have the money." Then the dog said: "If you leave me here, I will never speak another word as long as I live."

And, gentlemen, I am in the same position as that



VICE-PRESIDENT E. M. WAYNE.

dog was—if you leave me before I finish this paper, I will guarantee never to speak again as long as I live.

The paper I have been asked to read here relates to grain inspection at Chicago; but before we go deep into the present aspect of the subject, let us go back into history, and try to find where this department came from, why it is here, and, if possible, determine what license it has to remain.

Going back to 1860, and looking toward the twentieth century, we find that in those early days a grain business had already been established in Chicago and that the elevators represented a chain with seven or eight links. This chain grew from year to year, and as the number of elevators increased so did the grain business.

The inspection of grain was conducted according to the rules and regulations of the Chicago Board of Trade and under the supervision of its board of directors and the sampling committee. This committee was composed of members of the board of directors and the chairman of this committee was the power behind the throne, as is the case to-day in almost every city where board of trade inspection prevails. The appointment of helpers and inspectors was made from time to time upon the recommendation of the most influential men connected with the trade, and as these men of importance in turn appeared and disappeared, so did the men appointed through their influence, and places were made for others. This was the politics of the early days, and the inspector was always under personal obligations to some one or two members of this committee. This is absolutely true of almost every city to-day which has a private exchange.

I do not wish to mention names, but after a man became influential and "could carry his county," so to speak, as we do to-day, he could get anything he wanted, and his business developed with a rapidity that made his fellow members hold caucuses and conventions to displace him from the committee. In one particular case in the early days, before state inspection was established at Chicago, the chairman of the sampling committee had his card printed so that it could be filled out as to "grade wanted." It was put in a conspicuous place where the inspector must see it when he inspected the grain. Then this politician of the early school passed the word out into the

country that he was the leader and that it would pay well to consign grain to him.

These personal privileges became more and more abused and dissatisfaction developed into a demand for disinterested service. While this agitation was going on for years in the inspection department, another and far more serious matter was holding the attention of the banks and financial men. The warehouse receipt was a suspicious document; not only from an inspection standpoint, but from the fact that it was necessary to watch the bin the grain was stored in. Along in the last years of exchange inspection and weighing it was found that the Northwestern Elevator was entirely empty and outstanding receipts called for approximately 450,000 bushels of No. 2 spring wheat. It was a case of "Milwaukee bank." The examiner had been there only a week before and found the top of the bins overflowing with the choicest quality of No. 2 spring wheat, but the milk in the cocoanut, and the hair thereon, was a hopper a few inches deep at the top of all of the bins.

Now, gentlemen, when you talk of reform to-day as compared with the yesterday of private inspection and weighing you must go back to feel the jar which made the Board of Trade, banks and business men of the city of Chicago arise as one man and demand of the state of Illinois something never thought of by this or any other state; they would have and did have a law passed making state inspection of grain in the great and always leading state of Illinois.

Gentlemen, I have told you where we came from and why we are here. Now the question before us is: What is the matter? What seems to be wrong? Well, the only way to find what we are looking for is to review our work of thirty-four odd years.

I was not there at the time the department was established, but I can conceive but of one plan to be followed by any set of men going into a new business, knowing absolutely nothing about the work, and that one idea was to give the very best start to the new law. They looked about for the best material to build up this vast business and they found good men and good, disinterested judges of grain. To-day, at the head of the supervising inspection department stands a man who for thirty-two years has faithfully and fearlessly fought for just rights to one and all, regardless of politics, politicians or Leiter and Phillips corners. In these corners, year after year, efforts have been made with tempting bait and then again by misrepresentation to high state officials to influence Mr. Smilie, but he has stood in the middle of the road, with his thoughts and action in one direction, and he stands there to-day in his capacity of supervising inspector, doing his honest duty.

He is supported in his department by two assistants of the old school. His first assistant, Mr. Samuel H. Smith, has devoted twenty-eight of the best years of his life to carry out the intent of the law and not a blemish has ever tainted his good name. Then Mr. J. F. Kendall, the second assistant supervising inspector, has devoted a lifetime to the study of grain. These three gentlemen, averaging twenty-eight and a half years of service, constitute the supervising inspection department, and I want to say here that no commercial house in the United States can duplicate this record for efficiency and honesty.

I pass along to the second assistants or track inspectors, but have not the time to take man for man and name individuals. They are all competent and honest men and their average time of service with the department is fifteen and one-half years. Next we go to the third assistants or the elevator inspectors; they average six years. I will not go fully into the time of service of the helpers, because changes are more numerous, both by our request and at their own pleasure, but suffice it to say that the salary of a helper is only \$70 a month; that the job is laborious and dirty, and, unless the helper is interested in his future, he rarely stays long in the business. Those who stay and study grain inspection have before them an examination which consists of twenty-four bottles containing the various grades of the different cereals, and they must pass 75 per cent of these grades to become eligible to an inspectorship. After they have demonstrated some judgment and a vacancy occurs, the man averaging the best is considered for advancement to third assistant and his work will be on grain which has been previously inspected by an inspector ranking higher than he. When a vacancy occurs among the second assistants, the best man is selected from the third assistants and when a vacancy occurs in the supervising inspection department this same rule applies. This is our merit system, and it has been followed during the thirty-four years of our existence and has never to my knowledge been abused.

The chief inspector must give a bond of \$50,000 and the inspector a bond of \$5,000 to the Railroad and Warehouse Commissioners for the faithful performance of their duties. These are the men who place a value on your grain and are acting in Cook County as your cashiers.

I would now like to take you to the car where the start is made. I do not want to take too much of your time, and while I may tire some, I hope to make this paper so intelligible that it will interest grain shippers not familiar with our system of inspection.

The inspector goes to his railroad yard and prepares for work. He has his track book and his pencil and his helpers have the proper tools. He is directed to the grain yard and there by certain marks put upon the cars by the railroad authorities he finds the grain to be inspected. He has no knowledge of the shipper nor from where it was shipped and does not in any case know to whom the grain is consigned. It is his business to open the car and put a value on your grain and he must exercise his best judgment according to the rules governing the in-



spection. These rules are made by the Railroad and Warehouse Commissioners at the suggestion and upon the recommendation of the grain trade. Our inspector knows nothing about the ownership of the grain except possibly in cases where the physical condition of a car is bad or when grain is leaking from grain doors, for in such cases he makes an effort, after he has established the grade, to locate the responsible parties so he can make a report on the defect.

Your car is inspected, and following the inspector, the receiver's agent takes a sample of the grain and delivers it to the consignee on 'Change. These receiver's agents are privileged by the Chicago Board of Trade and paid by the trade and at present are not a part of our department.

Now, the next question is the sale of the car, and we find the commission man with his sample and grade and Mr. Smillie, our supervising inspector, on the floor of the exchange, ready to counsel with him as to the justice of the inspection. He is there to accept for reinspection any grain not properly inspected according to his judgment after examining the sample brought to him by the receiver's agent, but, as I stated before, these samples are not "official samples," but in any event he will, on request, have the car ordered reinspected and sends either Mr. Smith or Mr. Kendall directly to the car to personally review the work of the second assistant. They will change the inspection if the inspector has made an error of judgment. This is done gratis and from that reinspection you can, by depositing \$5 per car, call the appeals committee, and if the grade is sustained you forfeit your \$5; when the grade is changed you receive your money back. That is the court of highest resort.

Now, if you will give me your close attention, I will show you how by your co-operation with the department in the future you can save many a dollar which in the past has been classed "Scalping Money." Our inspectors are not infallible and our supervising inspectors do not see 10 per cent of the samples. You have or should have a copy of our book of Grades of Grain, which contains the rules governing the inspection at Chicago. The phraseology applying to the various grades is not hard to understand; so if you figure by your judgment that you have shipped a car of No. 3 corn and it should grade No. 4 corn, it is your privilege and duty to write or wire immediately to me at Chicago to investigate by reinspection, and I will always consider it a personal pleasure to receive this immediate protest in place of receiving letters weeks or months after in a roundabout way from high state officials and from the secretaries of the national and state grain dealers' associations. I have heard much criticism on the department through the papers, but I will tell you now, gentlemen, a very surprising thing. I do not receive an average of one letter a week complaining of faulty inspection and I do not receive more than one or two in the course of a year that reach me in time to correct any improper inspection. Only last week a communication was forwarded to me by the governor, which censured the department on the inspection of a car of grain in January, 1905. There is nothing fair about that and no good can come from it to anyone. This whole country is interwoven with wires and ten words cost only twenty-five cents. Then your Uncle Sam will, for two cents, place a letter in my hands forty-eight hours before your car can possibly arrive. So I emphasize this request: Do business with me in a business way and you and I will soon become personal friends with mutual interests. Then I will be more than your political inspector.

I come now to the place where you say it is not the same forward as backward, that the in and out inspection is different. You hear that grain goes into an elevator on one side as No. 3 or No. 4 corn and comes out on the other as No. 2 corn and I am here to-day to call you to task on that point. You must share the blame, for you do not give the loading of grain at country points the personal attention that was given in years past, and I realize that to a certain extent you have been forced into a new policy by the consolidated railroad interests and that these powerful railroads have made at terminal points powerful elevator interests which in turn have persuaded you by the use of special rates to sell your grain on track at your station as No. 3 corn or better, and they then hurry you along by the Car Service Association which they own and operate. Therefore, it has become necessary for you to load your grain quickly, but you have instructions to load to the roof and this imposition often forces you to put grain of one value on top of grain of a greater value and loaded in this way our inspector can only reach the top or poorest quality and according to the rules his inspection is based on the poorest quality therein contained.

You will naturally remember the most expensive end of transaction and the more you think of it the less importance will be given to the several loads of low-grade grain put on top or in any particular place in the car. This chain of elevators is a new fangle. It was you and one elevator years ago, and it is now you and several foremen attending to your business and the foreman's report is accepted while the state inspection is questioned in most cases.

The statement relative to grain going in on one side of the elevator as one grade and coming out a grade or two higher is absolutely correct, and you can do the same thing with grain going into and coming out of your country elevators. The Chicago elevator interests have the most modern machinery and high-priced, experienced men to operate them, and they route every car of grain through these elevators. They go out on the receiving tracks and pass judgment as to what it is possible to do with this and that car of grain before it enters the house, and then they have machines where from one

spout will come No. 3 corn, from another lightweight kernels of No. 4 corn, and another large uniform kernels of No. 2 corn, while the goat food composed of tin cans, old shoes and brickbats will come from another spout and these divisions can come out of one car. And then for their aid and guidance they have a chemist to ascertain the percentage of moisture contained in the corn. When necessary they pass the corn through modern driers where the cold or hot blasts reduce the corn to condition under which it can pass as No. 2 corn, according to all points of the rules. Is it not reasonable to assume that more corn leaves Chicago as No. 2 than arrives? You can lessen this percentage by doing something yourself. Do it with machinery, for you will fail continually if you persist in trying to do it with talk. I had a grain man in Iowa last week tell me that he knew if he would go into his elevator personally, he could make a five-dollar bill any day.

Now, gentlemen, a word more on our license to remain. I am convinced that our inspectors make serious mistakes, especially in winter, and taking all points into consideration you and I can hardly expect a human being to operate through rain, snow and ice and not make mistakes, and believing that much scalping is done to your detriment on these mistakes, I have proposed a new department of sampling. I believe I can, with the aid of four expert inspectors, review the work of all of our inspectors, and as this will be done in a light, warm room, calculated for the purpose, we can locate errors



W. SCOTT COWEN,  
Chief Grain Inspector of Illinois.

and act quickly on reinspection regardless of the receiver. It will take a corps of men to get these samples and it is an expensive undertaking. In my paper to the Railroad and Warehouse Commissioners and the grain trade of the Middle West, which I referred to [published in these columns in the May number], you will see that the probable cost of this new department will be between \$20,000 and \$30,000 a year, and as our surplus is not sufficient to maintain it, we will be compelled to increase the fee for inspection from 35 cents to 50 cents per car, but after we have successfully launched this department we expect, by continually delivering our official sample to the consignee, to do away with the receiver's agent and that can be done by the Board of Trade. If they discontinue this receiver's agent and pay to the department from 15 cents to 20 cents per car, which they are now paying to them as individuals, we can then reduce the inspection fee possibly to 25 cents.

In conclusion, I wish to reiterate two points, emphasizing them as strongly as possible. The first is on preparing your grain for shipment. If possible, personally see that the damaged ears are thrown aside when you are shelling your corn; look well to the color line and the uniformity of the corn and then, above all, clean it well. Do not load your cars so that the inspector can see only the admixture of cinders, stones, dirt and grain which reached the ground as you tried to force shovelful after shovelful into the car and which is the last to be put in before you nail the last board up to the roof.

The other point which I want to impress on your mind is to do business with me. I am a good deal like Deacon Jenks in that regard. Willie asked his mother where she thought Deacon Jenks would go when he died, and she said she thought he would go to the good place, but Willie said he hoped he would not. His mother said: "Willie, what makes you have such naughty thoughts?" and he said: "Now, mamma, if he goes there, he will want to run the whole place." So do business with the chief grain inspector, and do it quickly. Discuss this among yourselves; make this an educational year, a 16 to 1, and you will find the returns will come to you in gold, as they did in that year.

I thank you for the consideration you have given

me and doubly thank you for the invitation given me to address you.

Mr. E. W. Culver, chief grain inspector of the Toledo market, said that Mr. Cowan was misinformed as to the question of the independent exchanges and the inspection departments of such bodies. There are only two such bodies in the United States where the inspectors are appointed by the committees of the exchanges. In Toledo the state warehouse laws authorize the Toledo Board of Trade to appoint a chief inspector, who gives a bond to the Board of Trade for the faithful performance of his duties. The chief inspector appoints all the deputy inspectors for the department, the inspection committee or any member of the exchange having nothing to do with the appointment of such deputies, as the latter deal directly with the chief inspector. The deputy inspectors also give bonds to the chief inspector for the faithful performance of their duties.

An address was made by Jas. H. Warren, supervisor of weights, St. Louis.

The report of the committee on resolutions was read by George Beyer, as follows:

Resolved, By the members of the committee on resolutions, that members of this Association extends to our present executive, Governor Deneen, a vote of thanks for the interest he has manifested in matters pertaining to the interest of the grain trade, also that a vote of thanks be extended to our present officers, for the able manner and untiring efforts put forth in the successful management of our Association.

Whereas, An attempt was made during the last session of the General Assembly of the state of Illinois to put the weighing of grain at East St. Louis under the direction of the State Railroad and Warehouse Commission; and

Whereas, The positive position taken not only by the grain dealers of this state, but by the entire trade tributary to the markets of Illinois, demonstrated that there is absolutely no demand for such legislation on the part of the grain dealers, and that the entire grain trade favored the supervision of weights by the various commercial exchanges; therefore, be it

Resolved, That the Illinois Grain Dealers' Association, in convention assembled, on June 13, 1905, hereby commends the good efforts of the different grain exchanges in the betterment of their systems of arriving at true and accurate weights and efficient service and most emphatically protests against any legislation, compromise or agreement whereby the supervision of weighing of grain in the state of Illinois shall be taken from the exchanges now most satisfactorily performing that service.

Secretary Beyer read the report of the committee on nominations, recommending the election of the following:

President—G. H. Hubbard, Mt. Pulaski.

Vice-President—E. M. Wayne, Delavan.

Treasurer—H. I. Baldwin, Decatur.

Directors—Geo. A. De Long, Foosland, two years; E. Roberts, Peoria, one year; Edwin Beggs, Ashland, one year; W. M. Webster, Poplar Grove, two years; E. C. Boyer, Tampico, two years; J. E. Collins, Garrett, two years; Geo. C. Dunaway, Utica, one year.

On motion by Mr. Lee Metcalf the report was adopted and the persons named duly declared elected.

Secretary Beyer read the report of the treasurer, which showed, June 15, 1904, cash balance on hand, \$396.05; June 13, 1905, total deposited, \$4,780.97. Total orders paid, \$4,568.03, leaving cash balance on hand, June 13, \$608.99.

The session then adjourned.

#### Evening Session.

President Hubbard rapped for order at 8 p. m. and gave the floor to Mr. H. L. Goemann, chairman of the executive committee and secretary pro tem. of the Grain Dealers' National Association, who addressed the convention on the present status of the National Association, and told why the Illinois Association should give it their support.

Mr. Goemann said in part: At the meeting of the National Association at Niagara Falls the withdrawal of Illinois was discussed and there was much regret shown for that action. A committee was then appointed to meet with you and try to show you that you were wrong, and to try to induce you to reaffiliate with us. We find that a National Association is absolutely essential



to the welfare of the grain trade of the country. I was of the opinion that a direct membership was best, but we decided to go along on the affiliated plan. It is a pretty hard thing to do to show you a benefit in regular rotation as members of the National. There are many instances of such, however, and one is the action which resulted in securing a good bill of lading. A grain man would have no chance if the recent bill of lading had taken effect. It would not be the big shipper that would have suffered under that bill of lading, but the small shipper would have been the one to have



A. G. TYNG, PEORIA.

felt it most. Then there is the terminal market. When evils grew up here you had the support of the National Association to ask and secure reforms. This makes me think of a friend of mine in Chicago who would not join the Illinois Manufacturers' Association. When the matter of the bill of lading came up he joined and received the benefits of the joint actions to annul the bad features of that bill. He then saw how the National was of great value to him. The National Association is being organized and the officers are paying their own expenses and giving their time in order to get it on its feet again. But we must have the support of the small shipper morally and financially if we are to accomplish anything. The Iowa Association drifted away just because the Illinois and other associations did not give it their support. The trade rules of the National Association are being recognized in settlements of trades in all parts of the country. As a state you could not establish trade rules. But the rules of the National are wide in their scope, and you can be directly benefited by them. We want to get the Association on a business basis, and expect to get a good secretary to conduct the affairs of that office. The Illinois association of manufacturers pays to its national association \$50 additional per member and realizes that great good is received from it. You should be members of a national association, and when you make demands upon it, it will try to aid you in all manner possible.

Mr. Tyng moved that the question of the National Association be referred to the board of directors, with power to act. The motion prevailed.

A. G. Tyng of Peoria read the following address on the subject, "Peoria, Its Advantages and Benefits."

In accordance with the request of our president, I will say a few words on "Peoria, its advantages and benefits."

In 1866, when the late lamented Andrew Johnson was President of the United States, he was in trouble with both houses of Congress over the recon-

struction of the South. At that time there was a small meeting of local statesmen in Peoria, which was then a town of less than 20,000 inhabitants, and a resolution was adopted endorsing the action of President Johnson. In the argument between the President and Congress it was claimed by the President that the people were with him, even if Congress differed, and having the resolution of above mentioned meeting before him, he exclaimed, "Look at Peoria."

This is what I will ask you to do for a short time, and don't forget it after you leave here, as it will cost any grain shipper plenty of good money to do so. Peoria is the only large market in the United States which exists in a town of moderate size. Many of you do not know how large a market it is, but this is due to our modesty, which I will waive for a short time.

During the year ending December 31, 1904, Peoria received more corn than any market in the United States excepting Chicago, receiving over one million bushels more than St. Louis, four million bushels more than New York, more than Baltimore and Philadelphia combined and four and a half times as much as New Orleans. This may seem surprising to you, but I have quoted actual figures. We have continued shipments of the lower grades of corn to Peoria from Chicago, which sometimes amount to hundreds of cars per month. We have frequent shipments from St. Louis, Kansas City and all other Missouri River points and occasional shipments from points all through the South, having many cars from Cairo, Evansville, Henderson and Memphis. This shows that Peoria has been and is now a source of benefit to other markets in enabling them to handle grain which has been shipped to them, and, of course, much more of a benefit to parties who get the lower grades of corn there direct. Various advices from shippers in the West and buyers in the East show the remarkable condition that the Peoria inspection is more liberal on grain arriving than Chicago, while Eastern buyers claim the quality of our graded grain loaded for shipment is more satisfactory. This condition is accomplished by a uniform standard for the inspection of grain on track and for shipment.

In addition to being the best consumptive market for low grades of corn, Peoria is one of the large distributing points of the West on grain suitable for shipment. Prices there, as a rule, compare very favorably with other markets, and for the central Illinois territory, its location makes it a very desirable point to which shipments should be made.

On motion by W. M. Hirschey the meeting then adjourned.

## ANNUAL NOTES.

Well, if the next meeting goes to Peoria, I guess we'll all be there.

Fairbanks, Morse & Co., Chicago, were represented by A. M. Dawson.

E. A. Reynolds of Crawfordsville and W. B. Foresman of Lafayette were the Indiana visitors.

C. E. Nippert represented the Union Hay & Grain Co. of Cincinnati, and A. C. Gale, Gale Bros.

The Nashville, Tenn., market was represented by H. H. Hughes, of Hughes Warehouse & Elevator Co.

The far East was represented by W. T. Seldon, representing the Adams Grain & Provision Co. of Richmond, Va.

W. S. Gilbreath, of Wm. S. Gilbreath Seed Co., and F. M. Murphy, of Indianapolis Grain Co., journeyed from the Indianapolis market.

Thos. Costello, formerly of Maroa, now of Twin Falls, Idaho, was present at the meeting and invited all his Illinois friends to come out and see the Western country.

Lead pencils were furnished by A. E. Wood, of E. W. Bailey & Co., Chicago, and James Fitzgerald, with Grain Dealers' National Mutual Fire Insurance Co. of Indianapolis.

There were no gladiatorial contests this year. Was it due to the fact that the meeting was not held, as first intended, at the Coliseum?

The Peoria delegation secured the next annual for their city. It was composed of Messrs. A. G. Tyng, Frank Hall, C. C. Miles and Louis A. Mueller.

C. A. McCotter and Jas. J. Fitzgerald, of the Grain Dealers' National Mutual Fire Insurance Co., talked mutual elevator insurance to all parties interested.

There came over from St. Louis James A. Connor, of Connor Bros. & Co.; W. W. Powell, with Cochrane Grain Co.; Louis Weinberg, of Funston Bros. & Co.; E. F. Daly, of Calumet Grain & Elevator Co.; Jas. H. Warreu, supervisor of weights, Merchants' Exchange; C. W. McClellan, of Eaton

& McClellan; H. H. Savage, with Waggoner Grain Co.; James Parrott, of Parrott-Day Co.

Representatives of Rosenbaum Brothers, Chicago, Fred D. Stevers, J. G. Woodman and J. P. Sledge, saw that everyone was properly fitted out with one of their souvenir tags.

Fred Mayer had his well-known Zahm badge pinned to his coat by a "hatchet" pin purchased in Kansas from the original Carrie Nation. Every time he looks at it, he says, it makes him thirsty.

Charles Knox of Toledo had expected to be at the meeting, but wired his friends from Moberly, Mo., that a badly sprained ankle, the result of an accident at Kansas City, would prevent his being with them.

One of the novelties distributed at the meeting which attracted widespread interest was the score card given out by H. I. Baldwin of Decatur, with the compliments of H. I. Baldwin & Co. The essential point was "Our Bids Are Good Ones."

The Toledo party stopped off en route from the trip with the Millers' National Federation to 101 Ranch, Oklahoma. There were Fred Mayer, J. F. Zahm & Co.; Chief Grain Inspector Ed. W. Culver; E. L. Southworth, of Southworth & Co.; John A. Rice, of United Grain Co.

Friends of J. W. Radford, the popular representative of Pope & Eckhardt Co., Chicago, missed him for the first time in years. His absence was due to the graduation of his son, John Jeffrey Radford, with the degree B. Ph., at the School of Commerce and Administration of the University of Chicago on the night of June 13.

You can't keep a good market down. Chicago was there with H. A. Rumsey and F. M. Bunch, Rumsey & Co.; Sam Finney; O. T. Hulburt, Hulburt, Warren & Chandler; Wm. Christie and J. H. Herron, Fyfe, Manson & Co.; H. A. Foss, E. A. Schuyler and J. A. Schmitz, Board of Trade Weighing Department; Fred Stevers, J. P. Sledge, J. G. Woodman, Rosenbaum Brothers; John F. Howard, Gordan Hanna, Pope & Eckhardt Co.; W. Scott Cowen, Geo. B. Powell and J. F. Kendall, Grain Inspection Department; O. C. White and W. M. Hirschey, Hemmelgarn & Co.; A. E. Wood, E. W.



TREASURER H. I. BALDWIN.

Bailey & Co.; H. H. Newell, Rogers Grain Co.; B. F. Traxler, Baker & Traxler; C. H. Witthoef, Gerstenberg & Co.; H. M. Bragg, Buckley & Co.; H. B. Beatty, J. Rosenbaum Grain Co.; A. E. Hartley, Keller, McKenzie & Co.; W. M. Timberlake, T. E. Wells & Co.; James Hayde, Creighton & Co.; S. H. Green, Harris, Scotten & Co.

Dealers present: George Beyer, De Pue; Wm. Kleiss, Pesotum; P. Whalen, Carbery; E. R. Ulrich, Springfield; S. S. Neiman, Warrensburg; E. W. Crow, Blue Mound; P. E. Ballet, Edinburg; W. W. Berry, Breckenridge; E. S. Greenleaf, Jacksonville; E. W. Bockewitz, Harvel; R. T. Barton, Jamaica; O. C. Beman, Fairmount; M. R. Corlett, Pana; Chas. E. Bettendorf, Sublette; S. G. Crawford, Hays; J. M. Jones, Dewey; W. E. Johnston, Arrowsmith; J. W. Turner, Mt. Auburn; F. H. Baker, Arthur; E. F. Cahill, C. E. Davis, Arthur;



Wm. Wheeler, Melvin; J. M. McGuire, Campus; J. M. Hairgrove, Virden; A. L. Hardin, Charleston; G. C. McFadden, Havana; J. B. Varner and T. D. Hanson, Villa Grove; J. P. Woolford, Dalton; J. S. Wiley, Decatur; R. S. Nelson, Jacksonville; J. A. Wesch, Arcola; Lee G. Metcalf, Illiopolis; E. Roberts, Peoria; O. C. Durdy, Ohlman; J. E. Collins, Garrett; E. G. Hayward, Cooksville; H. A. Mowry, Forsyth; T. M. Abrams, Tuscola; J. B. Stone, Mattoon; R. B. Andrews, Macon; John Adkins, Prentice; L. D. Leach, Golden Gate; J. R. Howell, Burrowsville; Bartley Gulshen, Odell; M. L. R. Tankersley, Champaign; N. A. Mansfield, Niantic; J. F. Beall, Niantic; J. D. Diffenderfer, L. Delaney, Niantic; Harry Allen, Broadlands; H. U. Knight, Monticello; T. E. Condon, Pesotum; John Sipp, Bourbon; T. E. Bone, Decatur; M. L. Delaney, Ivesdale; W. Boulware, Foosland; H. F. Mooney, Philo; G. H. Hubbard, Mt. Pulaski; Edwin Beggs, Ashland; Geo. C. Dunaway, Utica; C. R. Osborn, Osbornville; Mathias Tex, Velma; C. B. Watson, Decatur.

### BOARD'S GRADING SUSTAINED.

The action of the Missouri Railroad and Warehouse Commissioners in grading "red Russian" or Pacific Coast wheat as No. 2 red winter has been sustained despite the efforts of the bulls to utilize the legal machinery of two states to prevent it.

On May 25 Judge Burroughs of the St. Clair County Circuit Court at Edwardsville, Ill., dissolved the injunction that had issued against the Illinois Railroad and Warehouse Commissioners and the inspection at East St. Louis and Venice to prevent the grading of the Pacific Coast wheat No. 2 red winter. The injunction was granted on the petition of Thomas Akin and Corwin H. Spencer of St. Louis, who sought to prevent the delivery on contracts of a quantity of wheat in store on the Illinois side of the river. The court ruled that red Russian wheat is admittedly winter wheat and is soft wheat and should therefore be classed as red winter wheat. The court also found that no trace of fraud had been shown on the part of the members of the Illinois Railroad and Warehouse Commission or on the part of the inspectors at East St. Louis and Venice, as alleged by the plaintiffs.

In the Circuit Court at St. Louis the petition of Akin for an injunction restraining the Board of Railroad and Warehouse Commissioners, Frederick H. Tedford, chief inspector for Missouri, several assistant inspectors and the Merchants' Exchange from making the "red Russian" contract wheat was denied on May 27. Judge Douglas held that the commissioners were acting within their rights under the law in grading the Pacific Coast wheat. The substance of the decision follows:

In the year 1899 the Board of Railroad and Warehouse Commissioners, under the requirement of the statute, established what has been accepted up to this time to be "a proper number and standard of grades for the inspection of grain." Among the grades so established was one known as red winter wheat. This wheat, prior to October, 1904, was mainly produced in the territory known as the Mississippi Valley; that the wheat should have been so produced is not shown to have ever been considered in the matter of grading it, that is, red winter wheat, the characteristics of the wheat falling within that grade are mainly expressed in the name, that is to say, such wheat must be red, it must be a winter wheat, and, in addition, it must be a soft wheat. In or about October, 1904, a wheat known as "red Russian," produced in the country west of the Rocky Mountains, began to be brought to this market; it is a red wheat, and the preponderance of the evidence is to the effect that it is a winter wheat and a soft wheat. The inspectors graded this wheat at all times as a red winter wheat. It is claimed that this was done under wrongful and unlawful agreement between the Board of Railroad and Warehouse Commissioners, and the grain inspection department and other interested parties. There is no evidence, however, in support of this contention. From the evidence it appears that the grain inspectors, finding the wheat possessed of the characteristics mentioned above, proceeded in the regular course of their business to declare its grade without any interference or direction on the part of the board.

### TEXAS GRAIN DEALERS.

The seventh annual meeting of the Texas Grain Dealers' Association was held at Fort Worth on June 6 and 7. About 100 members were present. After the usual address of welcome and reply, President Keel delivered his annual address, in the course of which he said that the quarantine restrictions against Texas oats in the Southeastern states, and also of other Texas products, were the most serious questions before the Association during the past year. President Keel explained that the quarantine restrictions were caused by the appearance of the boll weevil; that a trip had been made to the Southern cotton convention at Shreveport, where a committee from the Association attempted to show that the conventions to ward off the boll weevil by prohibiting the introduction of Texas grain would prove futile. During the trip the governor of Louisiana, the entomologist and the quarantine board were interviewed on the subject, and within a short time the quarantine was raised in Louisiana. President Keel dwelt at length on the importance of having an outlet to the Southeast for Texas oats, so that the Texas farmers could get good prices for their grain by not having grain from quarantine restricted markets. President Keel further reported having furnished Chairman Bacon of the Interstate Commerce Commission Association data for the use of that organization. The president pointed with pride to the work of the Texas Railway Commission.

The annual report of the secretary-treasurer was read, in part, as follows:

In my last annual report we then had 142 members. New members admitted since that report, 34; total, 176. Resigned since last report, 14. Suspended for non-payment of dues, 3; expelled for failing and refusing to arbitrate, 1; transferred to honorary membership, 1; total, 19, leaving a net membership of this date, 157 members, which is the largest membership yet reported at an annual meeting and represents good, healthy conditions. The resignations are also less than during any former year and suspensions and expulsions are also smaller than ever before. I believe in every case, with one exception, parties resigning have retired from the grain business and not on account of grievances.

The financial statement showed receipts of \$2,897.89, disbursements, \$2,846.82; balance on hand, \$51.07.

Amendment to arbitration rules was suggested by the secretary. "The correspondence of the office of the secretary," the report stated, "will show that unless litigants who are not members of our Association have right to appeal, something similar to our courts, they are unwilling to go into arbitration, and if we should amend our constitution and by-laws so that anyone could unconditionally appeal from decision of our arbitration committee in cases involving considerable amounts, with the safeguard of the requirement that such party be required to deposit, in cash or certified check, the amount of the award rendered against, it would prevent appealing for a time to avoid payment of the award, and would also remove possibility of loss to the winner of the case before the committee."

The report of the arbitration committee, which dealt with routine matters of the Association, was read by Chairman W. O. Brackett of Sherman.

In the matter of changes in the constitution and by-laws of the Association J. A. Hughes of Howe submitted the following:

The last clause Sec. 1, Art. II, be changed to read as follows: "The arbitration committee shall consist of three members, of which the secretary of this Association shall be chairman. The other two members of this committee shall be appointed by the president of this Association, and shall be men well acquainted with the grain business, its customs and usages and with laws governing same, but not actively engaged in the grain business."

That we add to Sec. 3, Art. III, the following with reference to the duties of the secretary-treasurer: "And shall act as chairman of the arbitration committee."

That Sec. 10 of Art. IV be changed to read as follows: "Appeals may be taken from all decisions of the arbitration committee to the executive committee; provided, the party making the appeal be required to deposit with the secretary-treasurer a certified check or satisfactory bond for amount of award against him or them, and an additional deposit fee of \$5; losers to pay all fees, costs and awards by said executive committee; their decisions being final in all cases involving not over \$25."

On the same subject, J. V. Neihaus of Houston submitted the following:

According to Art. IX, Sec. 2, of arbitration, members are required to deposit \$5 and nonmembers are required to deposit \$10 with the Association to cover the expense of arbitration in case of a decision against them. We require double the amount from a nonmember that we do of a member. Personally, I consider this equitable, inasmuch as members bear the additional expense of keeping up the Association, but I do not believe that nonmembers will look at it in the same light. The nonmembers are not only likely to think that it is an advantage the Association is allotting itself, but it may also impress them that the same spirit which actuates this unequal charge permeates the entire Association, including the arbitration committee, and that the chances of an award in favor of a nonmember would be on about the same basis as the charge—two to one against them. In my humble opinion this Association cannot afford to take the chance of creating any impressions of the kind among the grain trade, and I would respectfully suggest that the charge be made the same to nonmembers as to members, regardless as to whether or not this change would require an increase in the charge made to members.

Art. IX, Sec. 10, reads as follows: In all findings by the arbitration committee involving disputes exceeding \$25, where one arbitrator may dissent from the finding of the committee, the loser shall have the right of appeal to the executive committee, on deposit of an additional arbitration fee, and shall be required to deposit with the secretary-treasurer cash or certified check for the amount of the reward of the arbitration committee, conditioned that he will abide by the decision of a majority of the executive committee, which decision shall be final. I believe it would be well to leave out the words "where one arbitrator may dissent from the finding of the committee," thus making the right to appeal to the executive committee unconditional, save the deposit of amount of the award and the additional arbitration fee.

I believe it would be well to add another section to your rules governing arbitration, granting the arbitration committee the right to reopen or rehear a case within, say, fifteen days after rendering their first decision, when in the opinion of said committee sufficient reasons are given for such rehearing.

Sec. 6 of your by-laws, I believe, has not been enforced, owing to the legality of same, and I would advise cancellation of same.

A committee on constitution and by-laws was appointed as follows: J. A. Stephenson, Fort Worth; J. V. Neihaus, Houston, and J. P. Harrison, Sherman.

A committee on properly labeling packages was appointed as follows: Eugene Early, Waco; C. P. Shearn, Houston; Levi G. Ballew, Pilot Point, and G. C. Mountcastle and F. M. Rogers, Fort Worth.

A resolutions committee, consisting of E. H. Crenshaw of Hillsboro, Bert K. Smith of Houston and H. B. Pitts of Marshall, was also appointed, after which an adjournment was taken until the afternoon.

#### Afternoon Session.

At the afternoon session of the Association Levi G. Ballew of Pilot Point read a paper on the quarantine against oats in certain Southeastern states. After relating the history of the boll weevil, he said, among other things:

The state of Louisiana, fearing the spread of this pest, her pest commission passed quarantine rules against the shipping into that state from Texas many of our products and other materials, especially Texas oats. Then come the Carolinas, Georgia, Mississippi, Florida, all passing quarantine regulations against Texas oats, and many other products and commodities of Texas. Our aim is not to show the damage such a law works upon Texas, but to establish the fact that such quarantine regulations do not protect that section. In the first place, it would be near an utter impossibility to transport boll weevils in oats to the Southeast. The boll weevil does not inhabit grain fields nor grain of any kind; such is found to be contrary to their natural tendency. The best evidence that this is true is that so far as we have learned there is no boll weevil in Georgia, South Carolina, Mississippi or Alabama.

While it is a fact that for several years Texas oats have been shipped from the boll weevil districts of Texas to these Southeastern states, and it stands to sound reason that if weevil could be conveyed in oats they would have some of them over there.

All thinking people in the Southeast acknowledge the futility of such regulations, and invite a repeal of such laws or rules.

Papers were read by K. F. Dazey of Fort Worth and E. W. Crouch of McKinney on how the middleman should protect himself in case of shortage in weights.

Frank Kell of Wichita Falls read a paper on the enlargement of the powers of the Interstate Commerce Commission.

James C. Hunt of Wichita Falls read a paper on "In What Way Has the Association Failed to Improve Conditions Affecting Grain Interests of Texas?"



An important paper was read by B. C. Clements of Waco on the McKamey pure food law, passed by the last legislature, the conditions of which are so exacting that a legal attack may be made on the law.

After the paper had been read President Keel moved that a copy be sent to every member of the legislature, and that the committee suggested by Mr. Clement to solicit funds to test the law in the courts be appointed. This motion prevailed.

Secretary Dorsey said that the flouring millers had met and taken no action on the bill, he understood, for the reason that the provisions of the bill enabled this interest to enjoy a monopoly, as no outside mills could do business in Texas without going to considerable trouble, and that Texas millers did not think they would do so.

Frank Kell of Wichita Falls, a miller, said the bill had been considered by the millers and that no action had been taken, except to appoint a committee to study its provisions. He said he could not go on record as being opposed to all the provisions of the bill, believing that it contained some good and wholesome points, but he did not believe that the pure-food products should have been included in the law. He said he had figured out that the revenue from taxes under the bill would amount to \$1,850,000, and it was his opinion that the consumer would have to pay this sum in the end. He said he believed that the millers would concur in any resolution which might be agreed upon by the grain men, the cottonseed oil men and the millers in joint meeting.

Vice-President Early (in the chair) appointed B. C. Clement, Secretary H. B. Dorsey and President J. Z. Keel as the committee to consider the matter and meet with the other committees.

#### Second Day, June 7.

At the morning session of June 7 the following amendments to the constitution were adopted:

The committee recommended that Art. IX, Sec. 10, of the constitution be amended to read that in all findings of the arbitration committee involving disputes exceeding \$25 that the loser shall have the right to appeal to the executive committee on deposit of an additional arbitration fee, and shall be required to deposit with the secretary-treasurer cash or certified check for the amount of the award of the arbitration committee, conditioned that he will abide by the decision of a majority of the executive committee, which decision shall be final.

The committee also recommended that Art. IX, Sec. 12, be so amended as to provide that the arbitration committee may consent to reopen or rehear any case within fifteen days after rendering their first decision, when in the opinion of said arbitration committee sufficient reason is given for such reopening.

The following resolution was submitted by E. H. Crenshaw of Hillsboro:

Whereas, Fort Worth is the recognized railway center of the Southwest and the roads converging here traverse the grain belts of Texas and the territories; and,

Whereas, The Fort Worth Board of Trade, by its influence and efforts, together with the aid and assistance of the local millers and grain dealers, have succeeded in securing facilities for the proper handling, grading and classing of grain; and,

Whereas, The Texas Millers' Association, which is identical in interest with the Texas Grain Dealers' Association, has selected Fort Worth as its permanent headquarters; and,

Whereas, The business of this Association can be more readily and promptly transacted from this city than from any other place in the state; therefore be it

Resolved, That Fort Worth be selected and is hereby adopted as the home and permanent headquarters of this Association.

After some parliamentary sparring, the resolution was adopted.

John A. Stephenson of Fort Worth submitted the following resolution, which was adopted:

Whereas, The rapid development of the grain interest of Texas demands careful and constant watching, together with aggressive work along all lines; and,

Whereas, The secretary of our Association is the only proper person for such attention and work; Resolved, That he shall be required to devote his entire time and attention to the exclusive business of this Association.

G. C. Mountcastle of Fort Worth moved that the salary of the secretary be fixed at \$1,800 per year. The constitution and bylaws were changed accordingly.

J. Z. Keel of Gainesville was then re-elected presi-

dent; Eugene Early of Waco, first vice-president; G. C. Mountcastle of Fort Worth, second vice-president, and H. B. Dorsey of Weatherford, secretary-treasurer, all by acclamation.

C. F. Gribble of Sherman, C. P. Shearn of Houston and J. C. Whaley of Gainesville were selected as three members of the executive committee.

Secretary Dorsey read a telegram from M. F. Dunlap, president of the National Association, stating that the Association, which had been in session at Niagara Falls, had just adjourned after a very harmonious session and was pledged to continuation of the affiliated system of the membership; that the Texas Association has a reasonable assurance that all dissenting state associations would resume former relations and that the National organization had individual pledges for liberal funds for legitimate expenses, and that the National Association expected the Texas Association to continue membership.

On motion of G. C. Mountcastle the Texas Association declined to longer affiliate with the National, it being urged that the expense was \$150 per year and that no benefit was derived.

The committee on trade rules reported about the same rules in force as in the National.

Adjourned sine die at 12:10, after which a barbecue was given at Handley. After the barbecue the visitors went to the traction company's pavilion, where humorous speeches were made by Capt. B. B. Paddock of the Board of Trade, J. Z. Keel of Gainesville, B. C. Clement of Waco, Capt. J. F. Edwards of Dallas, President J. P. Harrison of Sherman and Secretary Prouty of the Oklahoma Association. After the speechmaking a vaudeville performance was witnessed in the pavilion.

#### TRI-STATE GRAIN DEALERS.

The annual meeting of the Tri-State Grain Dealers' Association will be held at Germania Hall, Sioux Falls, S. D., on June 21 and 22, headquarters being the Cataract Hotel. Following is the program announced by Secretary J. J. Quinn:

Wednesday, June 21, 2 p. m., Sharp.

Address of Welcome—Hon. G. W. Burnside, Mayor of Sioux Falls.

Appointment of Committees.

The Grain Trade—E. S. Woodworth, Minneapolis, Minn., President Chamber of Commerce.

State Supervision of Weights at Minneapolis—P. P. Quist, Minneapolis, Minn., State Weighmaster.

Care and Testing of Scales—C. C. Neale, Minneapolis, Minn., State Scale Inspector.

Grain Improvement—Prof. E. C. Chilcott, Brookings, S. D.

Relations of the Commission Merchant and Country Grain Dealer—J. V. McHugh, Minneapolis, Minn., of McHugh-Christensen Co.

State Supervision of Grain Inspection at Minneapolis—J. N. Barnard, Minneapolis, Minn., Chief Deputy Inspector.

There will be general discussion of all the papers.

At 8 p. m. there will be a smoker at Dakota Club, given by the Sioux Falls Board of Trade.

Thursday, June 22, 10 a. m.

President's Address—A. F. Brenner, Minneapolis, Minn.

Secretary's Report—J. J. Quinn, Minneapolis, Minn.

Treasurer's Report—J. J. Quinn, Minneapolis, Minn.

Report of Committee on Resolutions.

Report of Committee on Nominations.

Election of Officers.

Adjournment.

The steamer Minnesota, which sailed from Philadelphia on May 19, carried 40,000 bushels of No. 2 oats and 17,142 bushels of No. 2 mixed corn.

The Cottrell Feed Company has been organized with a capital stock of \$150,000 and will establish an alfalfa feed mill at Elgin, Ill. The officers are: President, H. M. Cottrell, Odebolt, Iowa; vice-president, D. W. Willson, Elgin; secretary, A. L. Cottrell; treasurer, M. J. Springer, Elgin. J. E. Dorman, a capitalist of Washington, D. C., is one of the directors and will handle the Eastern trade.

#### MINNESOTA APPEALS BOARD.

Governor Johnson's plan to have the members of State Board of Grain Appeals alternate between Minneapolis and Duluth was not favorably received by some of the members of the board, and as a result all but one of the old board were let out and a new one appointed by the governor.

A. F. Evenson of St. Peter is the holdover member. He was appointed a short time ago by Governor Johnson to fill a vacancy on the Minneapolis board. The others are Theodore Thorson, Glenwood; J. F. McCargar, Fergus Falls; P. B. McManus, Crookston; W. F. Kelso, Hallock, and S. C. Thorson, Winthrop.

Considerable criticism is heard because neither the Minneapolis Chamber of Commerce nor the Duluth Board of Trade is represented in the new body. Governor Johnson explains this by saying that before making the appointments he endeavored to obtain an expression of the wishes of Minneapolis and Duluth grain men, but was given to understand that they had no recommendations to make.

The appointments take effect August 1 and are for two years. The salary of each member is \$2,200. Three of the board will hear appeals at Minneapolis and three will sit at Duluth.

#### FLOATING ELEVATORS FOR MONTREAL.

The Montreal Harbor Board has decided to purchase a number of floating elevators to be used in conjunction with the new elevator of the harbor commissioners at that port.

This will make the commissioners' service complete and effective, as it will be possible to deliver grain from the elevator to ships in any part of the harbor independent of any outside company. It is believed that four floating elevators will be enough for a beginning. The matter has been referred to the work committee with power to act.

#### FORT WORTH DEALERS ORGANIZE.

Grain dealers and millers of Fort Worth, Texas, have organized the Fort Worth Grain and Flour Dealers' Association, electing G. C. Mountcastle president, E. G. Rall, vice-president, and T. G. Moore, secretary and treasurer.

The Association is formed for the purpose of advancing the interests of Fort Worth as a grain and flour market and to bring its natural advantages to the attention of the dealers of Texas, Indian Territory, Oklahoma and the Southeastern states and to provide for the annual entertainment of the Texas Grain Dealers' and Texas Millers' Associations.

#### A SAD CASE OF "DOPE."



"We are too bewildered by the testimony to decide upon a rate-regulation bill."—Senate Committee.—Chicago Daily News.



[For the "American Elevator and Grain Trade."]

**THE BEST ELEVATOR TIGHTENER.**

BY C. VAN VALKENBURG.

An elevator tightener that is handy, convenient and powerful may be made as follows: First procure a piece of round timber about three feet long and about three inches in diameter. This can be made from a piece or square joist, or a straight log cut from the forest will answer the purpose, but, of course, will not look so neat as a piece of timber properly finished. About one inch each side of the middle of the stick, cut two mortices one-half inch by six inches, as shown in Fig. 1. These mortices should be cut entirely through the timber.

Then at each extreme end of the timber, bore two half-inch holes entirely through the timber, at right angles to each other. These holes must not intercept each other, but should be at least one inch apart.

Next procure four pieces of three-eighths-inch rope, about three feet long. Pass the pieces of rope through the mortices, two pieces through each mortice, and tie a knot in one end of each rope, leaving the free ends of the rope projecting from the mortices in opposite directions. Procure two pieces of belting about as wide as the elevator belt. Cut holes in them and tie the ropes to them. It will look then about as shown in Fig. 2.

Have two rods made a couple of feet long that will pass through the holes which you bored in the ends of the timber. Your tightener is then finished.

When you use the tightener you should turn the elevator forward, a little past the splice, and bolt the small pieces of belt which you have at the ends of the rope fast to the elevator. Turn the elevator back as far as the ropes will permit it to go, and bolt the other piece of belt to the elevator as far up as you can. Insert the rods in the holes in either end of the timber and turn the timber around, thus winding the ropes around the timber and drawing the elevator together.

Sometimes it will be found that you cannot make a full turn with the tightener on account of some

• Fig. 1.

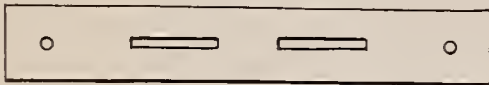
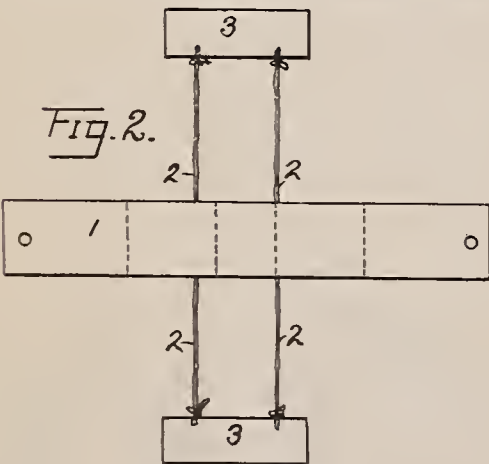


Fig. 2.



obstruction; but by using the holes alternately, withdrawing the rods and passing them through the opposite holes, it will be found that the tightener can be used in a very badly crowded place.

When the elevator is tight enough, pass one rod through each end of the tightener, place a bar of wood across the elevator leg, and let the rods rest against it while you make the splice.

This tightener will be found strong enough so that one man can tighten the elevator more than is necessary.

In Fig. 2, 1 is the timber; 2, the ropes; 3, the pieces of belting which you bolt to the elevator.

Seventy-three farmers in the Sacramento Valley of California are growing corn experimentally

from seed furnished by the United States agricultural department. The University of California will make careful tests of the resulting grain.

**THE APOSTLE OF GOOD ROADS.**

The long, muddy spring is the time when dealers and everybody else appreciate the value of good local roads, if they have them, and deplore the lack of them, if they haven't. The miller, perhaps lack of them, if they haven't. The dealer, perhaps is interested in the good roads question, aid for which, from the national government, is now the



HON. W. P. BROWNLOW.

slogan of a respectable and growing coterie of congressmen, both republican and democratic.

Walter P. Brownlow, the father of the movement for national aid for roads, lives at Jonesboro, Tenn., and has occupied his present position as member of Congress for eight years. He is a native of Virginia, but has lived practically all his life in Tennessee. He is a newspaper man at home. Evidently he has found country mud the same everywhere, whether in Virginia, Tennessee or Illinois.

The measure known as the Brownlow bill proposes to appropriate money only where states or civil divisions of the same appropriate an equal amount. In defense of his idea Mr. Brownlow says: "Eighty years ago, such a measure as the so-called Brownlow bill would have been received as perfectly in harmony with the spirit of the times. But at the beginning of the twentieth century it was pronounced novel, startling, paternalistic, and, by some, unconstitutional. It finds precedents in the building of the national pike early in the last century, in the improvement of rivers and harbors at government expense, in federal aid to transcontinental railways, to agricultural education, to irrigation, to road building in Porto Rico and the Philippines, and other enterprises of public or semi-public character."

Send us the grain news from your neighborhood.

The Arkansas Wholesale Grocers' Association has decided upon the weights of feed and grain packages in conformity with the state law which goes into effect June 29. The weights are to be as follows: Corn, 140 pounds per sack, or 2½ bushels; oats, 160 pounds per sack, or 5 bushels; bran, 100 pounds per sack; chop, 100 pounds per sack; meal, 48 pounds and 24 pounds per sack, 1 bushel and ½ bushel. Of course, no miller or dealer can be prohibited from putting smaller sacks on the market, but if it is done the exact weight must in such cases, as well as with the uniform sacks, be stamped plainly upon the packages.

**MINNESOTA HAY INSPECTION.**

The members of the Minnesota State Railroad and Warehouse Commission held a conference on June 2 with the representatives of the various railroads entering Duluth for the purpose of devising a working plan for the application of the law passed by the last legislature governing the weighing and grading of hay. It was decided to devote a sidetrack in the yards of the Omaha road and another in the Northern Pacific yards to hay inspection and to install scales for weighing hay. The track in the yards of the Omaha will be used by that road and the Northern Pacific, Great Northern, Milwaukee and Duluth, Missabe & Northern road shipments will be weighed on the scales in the yards of the Northern Pacific. The end-door inspection for all through shipments was approved to avoid unloading the cars, and a complete inspection will be made in instances when the goods are delivered and not considered to be of the standard purchased. There will be no local inspection of shipments that will pass through Duluth without being reconsigning. For shipments of the commodity from that city to the range towns by relays, the end-door inspection will govern and the quality of the hay will be graded on the sample taken at the door. These methods will be temporarily adopted by the Commission and will be continued if satisfactory. The commissioners explained that the task of adopting a system in conformity with the law and favorable to both dealers and shippers is taxing their resources to the utmost. The controversy between the Minneapolis and St. Paul hay men and the railroads over the location of a central warehouse has not been adjusted and the matter is still "in the air." The Commission will likely make plans of its own for weighing and inspection in Minneapolis.

**CARLETON ON RUSTED WHEAT.**

The United States Department of Agriculture has published Farmers' Bulletin No. 219, entitled, "Lessons from the Grain-Rust Epidemic of 1904," written by Mark Alfred Carleton, cerealist in charge of cereal investigations, vegetable pathological and physiological investigations of the bureau of plant industry, from notes taken by him in the field last fall in the rust-smitten district of the Northwest. Professor Carleton's observations and conclusions may be summarized in outline, as follows:

First, the kind of rust which did the damage was the "black stem rust."

Second, the cause of rust was the unusual quantity of moisture, preceded by other wet seasons.

Third, rust is a plant, and prospers best in seasons and places where wheat straw grows most rankly.

Fourth, seed from rusted grain will not carry the rust into the next crop; although shriveled grain, whether from rust or other cause, is not best for seed.

Fifth, feeding rusted straw does not appear to affect the health of live stock.

Sixth, soil drainage is a most effective protection against rust.

Seventh, winter wheat, because of its earliness, commonly escapes rust, and large portions of South Dakota, Nebraska, Minnesota and even North Dakota, more generally than supposed, can avoid rust by growing hard varieties of winter wheat.

Eighth, there is a great difference in wheat varieties as regards their ability to resist rust.

Ninth, the durum wheats, besides yielding heavily, have great powers of resistance against rust, the Iumillo durum ranking first in this regard, the Velvet Don durum ranking second, and the yield of these being 15 to 25 bushels per acre of 56-lb. and 57-lb. wheat on the same farms where Fife and Blue Stem yielded 4 to 11 bushels of 40 to 45 lb. wheat.



## GRAIN IMPROVEMENT AND CORN BREEDING.

[A paper by Edward M. East, M. S., University of Illinois Agr. Exp. Station, read at the annual meeting of the Illinois Grain Dealers' Association.]

It has always seemed odd to me that man has been slow in recognizing the wonderful possibilities that lie in the directed control of plant life. We know that the Romans, and probably the Greeks, and even the Egyptians knew that by selecting the best heads from their grains as seed for future planting that better crops were obtained and deterioration of varieties lessened. This knowledge, however, was not strengthened by many new facts until the beginning of the nineteenth century, and in consequence of this it is perhaps not too much to say that the majority of improvements that have been made in plant forms have been accomplished within the memory of men yet living.

Some of our own most important agricultural crops, such as corn, tobacco and potatoes, are natives of America and the beginnings of their improvement, therefore, date from the sixteenth century. We know that in some places in America the Indians had already developed comparatively systematic methods of agriculture, and it may be that the value of their work is underestimated. It is stated that several varieties of corn, including one of sweet corn, had been originated by the Indians of what are now the New England states, and that when the settlers of Massachusetts obtained seed from them they taught them methods of selecting the largest and finest ears for their next spring's planting. It is very likely that here we have the genesis of corn breeding.

The first great addition to the laws upon which we base plant breeding was the discovery of the sexuality of plants by Camerarius in 1691. This, however, was not put to any practical use until 1719, when Thos. Fairchild, an English gardener, crossed the carnation with the sweet william.

From this time there is a gap in the progress of the work until the beginning of the nineteenth century, when Thos. Andrew Knight, an eminent English plant physiologist, showed the practical value of crossing and hybridizing in the production of plant varieties.

Another important principle emphasized by Knight was that of inducing variation in plants by an increase or decrease of the food supply. At almost the same time a Belgian horticulturist, Van Mons, published several papers of almost equal importance, in which he emphasized the principle of selection. And while the literature on plant breeding of late years has been large, and the new principles involved of striking importance, we can hardly say that we have departed much from the principles laid down by Knight and Van Mons, namely, inducing variation by means of crossing or otherwise, and their improvement by means of continuous selection. Presupposing that the investigator has trained himself to draw correct conclusions from the data he obtains and not be led aside by fallacious evidence, the methods by which the results have been and will be obtained in plant breeding are well expressed in Van Mons' own words, as follows: "To sow, to resow, to sow again, to sow perpetually; in short, to do nothing but sow, is the practice to be pursued, and which cannot be departed from."

**THE ECONOMIC IMPORTANCE OF PLANT BREEDING.**—The economic results from the improvement of our field and horticultural crops are already almost incalculable, and the possibilities which have been opened up in the past few years are hardly comprehensible.

Professor Hays, at the University of Minnesota, has increased the yield of the best variety of wheat previously grown in the state by 25 per cent. By ten years' careful work an average yield of 23 bushels per acre has been raised to 28 bushels per acre. This improvement of 25 per cent in the matter of yield would, if calculated to the world's supply, add 625,000,000 bushels per year, or, at a selling price of 80 cents per bushel, add \$500,000,000 per year to the world's wealth. If we should calculate this to the amount grown in the United States alone, we could in a decade pay the national debt.

The corn crop of the United States is 2,000,000,000 bushels per year, with an average of about 25 bushels per acre, and there is no doubt in my mind but that the yield will be continually increased through the means of better yielding strains for many years to come, and no one can say just where the end will be.

The improvement of the sugar beet has been going on 100 years, and in this time the sugar content has been increased 125 per cent, resulting in profitable industries for the growers and manufacturers, and in greatly decreased prices of sugar for the entire world.

No one who is at all familiar with what has been accomplished in a few years in this country and

Europe will doubt that there is a possibility of a 5 per cent increase in yield of all the leading crops of the United States within a comparatively short time, say, 10 or 20 years, if money were provided to carry on the work. A percentage increase of even this amount would add to their value from \$100,000,000 to \$200,000,000 a year, this without taking into consideration improvements in quality and food value.

**EXAMPLES OF RESULTS.**—The work in this country leading to the improvement of the grains has dealt mainly with corn and wheat, which, of course, would be expected, owing to their relative importance. Very little work has as yet been done upon oats. Several European plant breeders have been working for a number of years aiming toward the improvement of oats in regard to yield, resistance to disease and strength of stem, this characteristic being regarded as of high importance in the prevention of lodging. No oat hybrids produced in this country have yet become very important, although there is one of exceptional interest, being a so-called hull-less oat, produced by crossing a Chinese Hull-less with the Excelsior, a variety of the common oat. This remarkable hybrid is said to possess the strength and robust character of the common oat and to retain the peculiarity of the naked seed. This variety, however, has not come into general favor among growers, but there is apparently a great chance for hybridization along this line to produce important results.

**WHEAT.**—The early varieties of wheat that are grown in this country were, of course, of foreign origin, and even yet a number of hardy varieties are being imported from Russia. The greater number of wheats grown in America at present have, however, had their origin in the United States and Canada. The original stocks were such as originated by chance in fields grown from imported seed, and which, owing to their differences from the parent variety, were preserved and perpetuated. Mr. L. H. Haynes of Fargo, N. D., the originator of Haynes Blue Stem, has done much careful work in breeding wheat and has moreover made it pay by the greater profits he has derived from his farm. The most important experiments of this kind in the United States are those of Prof. W. M. Hays, of the Minnesota Experiment Station, which are still being continued. From the year 1888 up to the present year over 500 different varieties have been treated from all over the world, and from these, one variety, Minnesota No. 169 wheat, stands pre-eminent. This wheat, says Professor Hays, was originated from a single plant in the following manner: Several of the best plants were chosen from a large number of plants of blue stem, each being grown separately, a foot apart each way. All plants were rejected which did not yield 500 or more grains of wheat weighing ten or more grams. The seeds from each chosen plant were planted for several years until sufficient seed was obtained to plant a field plot. Then for several years each of these new strains were grown side by side and compared with the parent variety. A few of the new strains proved superior to the parent variety, but the one designated as Minnesota No. 169 was so highly superior that all others were discarded. On large area this wheat has shown itself capable of yielding at least 2 bushels per acre more grain than its parent variety, which is the best kind commonly grown in Minnesota. To show the amount and variety of experiments in progress at the Minnesota Experiment Station in wheat breeding, I give a partial list of experiments:

1. Seeds compared from heavy versus light yielding spikes. Results have shown that the breeder should choose heavy yielding spikes as well as light yielding plants.
2. To select wheat plants for greater ability to stand erect.
3. By hybridizing and selection to develop earliness.
4. To hybridize different varieties and then select.
5. To determine the time required to bring hybrid types to uniformity.
6. To breed for rust resistance.
7. To determine the amount of increase of variation brought about by crossing and hybridizing.
8. To breed wheats adapted to special conditions of climate and soil.

This shows some of the many problems which are puzzling the wheat breeders, but which under the direction of a man like W. M. Hays are extremely likely to soon become solved problems.

**CORN.**—Owing to the large amount of work in progress at the Illinois Experiment Station in the breeding of corn, and owing to the fact that corn, in its adaptability to different uses, shows examples of almost all different types of breeding, I will treat it at greater length.

Economic plant breeding may be said to be divided into five different lines: Increase of yield, which will include breeding for decrease-resisting

varieties; increase in actual food value, as, for example, breeding for higher protein content in corn; increase in commercial qualities, such as breeding for higher oil content in corn; breeding of flax for longer and stronger fiber, or the breeding of cotton for longer lint; breeding for table qualities, as for the increase in flavor and sugar content of sweet corn, improved quality in apples and other fruits; and, finally, esthetic valuations, as, for example, increase in size, beauty and flowering efficiency of many ornamental plants. It will be noticed that in the above-mentioned qualities, for which plant breeders are now striving, that corn supplies examples for four out of five. Indeed, the other cereals seem to have been left far behind in the discoveries of relative usefulness. They still have a sphere about as narrow as that of the corn of 60 years ago, which was that of food for animals and the manufacture of Bourbon whiskey. But since that time the number of common and of unusual articles manufactured from corn and the corn plant has increased to an extent almost unbelievable.

Practically all the starch used in the United States is made from corn, although 45 years ago it was all imported and came from other sources, as rice, sago, potatoes, etc. The manufacture of starch products, such as different grades of glucose, sirups, etc., has increased until the exports alone amount to about \$9,000,000 per year, and are of such a high quality that the foreign-made articles cannot compete with them.

Five kinds or grades of starches are made and five grades of sirups and glucoses, while in their production are developed a like number of dextrans, and the same number of grits, or foods of the breakfast food line. As by-products of this manufacture are also made a number of grades of gum to use in adhesive pastes, the manufacture of gum-drops, etc. In these processes one of the now important by-products is the corn germ, which was for a time almost discarded, being used only as a filler in stock food. It is now subjected to a high pressure or to gasoline extraction to extract the oil, which has come to be the most valuable product, in a monetary way, which corn furnishes. The oil is used in large quantities as a substitute for olive oil and in the making of salads. In this case the substitute is possibly better than the original article, as it is just as nutritious, tastes just as well, and keeps for an indefinite length of time without becoming rancid. It should, of course, be sold under its correct name. In its crude forms it is also used as a lubricant, for illuminating purposes, for dressing wool and in the manufacture of soaps. The crowning efforts of the manufacturers of this by-product is the manufacture of a rubber substitute. By the proper mixing and heating of corn oil with a portion of real rubber, an article which answers many purposes as well as pure rubber is made, and at a fraction of the cost.

Then after the long list of corn kernel products the end is not yet. The use of the stalk for fodder, the cobs for pipes, the husks for mattresses, is familiar to everyone, while the use for the manufacture of wall paper, wrapping paper and coarse fabrics is every day becoming more and more extended. As an end, however, to this "round-up" of the uses of the plant may be mentioned the latest and most curious use. It is used as a protective armor between the plates of the steel armor in battleships. The article is made from the pith of the cornstalk, which consists mainly of cellulose. By tremendous pressure the pith is compressed to an exceedingly small compass. It then has the property of absorbing water to about 28 times its own weight, which increases its volume a like amount. Should a projectile pierce the side of a ship it must pass through this wall of compressed pith. Immediately the water flows in, and the wound closes up by the mere swelling of the pith. It seems that this use would be about the last that one would think of for a peaceful little agricultural plant, like our corn.

In view of this great variety of uses, a list of which I have merely suggested, comes the proposition of adaptation, and instead of an all round purpose corn, to grow corn especially adapted to the purpose to which it is to be put, whether for manufacturing or for feeding.

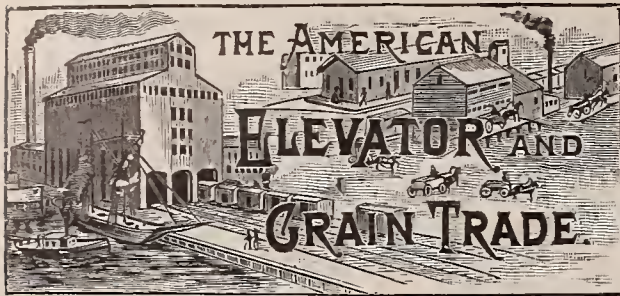
[TO BE CONTINUED.]

Kansas will need only about 25,000 outside harvest hands this year, according to T. B. Gerow, free employment director at Topeka. His original estimate was 40,000 men.

Large shipments of corn went south from Evansville, Ind., during the latter part of May, owing to the high water in the Wabash and Ohio rivers. Most of the cribbed corn along the Wabash was saved.

A grain elevator will be built at the port of Esther, on the Rio Paraná, in Argentina, by Copello y Ca. A government concession for 20 kilometers on either side of the river was granted them.





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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

#### CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

**CHICAGO, ILL., JUNE 15, 1905.**

Official Paper of the Illinois Grain Dealers' Association.

#### SUBTERFUGES.

The force of the assertions made by railway high officials and certain big shippers to the Elkins Senate committee on interstate commerce that since the passage of the Elkins bill all payments of rebates to shippers had ceased, was much weakened by the testimony of President Stickney of the Chicago Great Western. He said that while the direct payment of rebates had, indeed, ceased, nevertheless the payment of allowances to railway elevator lessees and to terminal elevator operators for "transferring" grain amounted to the same thing, and, so far as concerns the grain trade, has nullified the Elkins law.

More recently the public has been informed that another subterfuge to avoid the prohibitions of the Elkins law has been devised by expert traffic men. This is what is known as the "freight broker's commission." The business of the freight broker has been developed since the Elkins bill was passed and out of it. It is very simple. The "broker" ostensibly gets the tonnage, and is paid a commission by each of the roads over which the business is routed. The "joker" in the deal is the fact that the broker "divides" the commission—"when necessary." Whether traffic managers of the roads invented the "brokerage" device or whether a shrewd freight man saw the possibilities of the situation, does not matter. As the Commerce Commission has decided the elevator allowances are not illegal, so Commissioner Knapp has, it is said, given it as his opinion that the payment of the broker's commission and the broker's disposition of it are not affected by the Elkins law. And so it happens that these two simple subterfuges have united to render the Elkins law practi-

cally a dead letter whenever the roads want it so.

Under the circumstances, it is no wonder that the Elkins committee, after listening to the testimony of the railway men who are trying to make it appear that the Elkins law is sufficient to stop all payments of rebates and that it is therefore all the rate regulation legislation that is necessary, should say on adjournment: "We are too bewildered by the testimony to decide upon a rate-regulation bill."

#### M. F. DUNLAP.

In electing M. F. Dunlap of O'Fallon, Mo., president of the Grain Dealers' National Association the Niagara convention returned to the original procedure of the Association in selecting for such officer a country shipper. As the backbone of the Association must always be the country shipper, it was probably wise to return to a practice which relieves the Association management of any suspicion of complicity with trade influences which might hamper its work in any direction. For, as we take it, one elementary purpose of the Association is to secure "fair play" for all its members in their relations to receivers, terminal or transfer elevators, railways and the like. There is no reason to doubt the good faith of the Association's officials in the past; but in the present apathetic state of many affiliated associations the avoidance of even the "appearance of evil" is most desirable.

Mr. Dunlap is more than merely a man free from any "entangling alliances." He is an able, energetic, resourceful and hopeful man. Moreover, he believes in the Association; and that is what it needs now above all things else. And he is ably supported by a directory which, though small for the moment, is one sincerely in earnest.

#### MORE FORGERIES.

A letter printed elsewhere from Alder & Stofer gives details of what appears to be another case of forgery of bills of lading, a crime which, since the Harroun and Ricketts cases have brought its possibilities to the attention of scoundrels, is likely to become epidemic unless some check is put upon its perpetrators by summary punishments or by some immediate precautions to prevent fraudulent issues of bills.

At the meeting at Cincinnati soon after the Ricketts case came to public notice, it was suggested, as a precautionary remedy, that all blank bills of lading be kept by railroad employes under lock and key and be executed by station agents with that care and solemnity which should accompany the execution of documents of so much importance. We are not informed how far that suggestion has been acted upon.

It is evident, however, that reform must come immediately if the machinery of the grain trade for making collections is to be prevented from breaking down under the stress of these forgeries. Unless some better plan can be devised, and none has as yet been offered, than the Cincinnati proposal, which has the recommendation of immediate availability and

of simplicity, the National and other grain trade associations, co-operating with bankers and grain receivers and exchanges, should unite to urge upon the railways that it is up to them to instruct their agents to fill out and execute such papers themselves and only as the business actually and currently originates.

#### GRAIN BUYERS' CONVENTION.

The first biennial meeting of the American Grain Buyers' Association will be held at Minneapolis on July 11. This Association is composed of working grain buyers, the local agents at the stations of the great line elevator companies and other firms operating one or more elevators through hired agents in the West and Northwest.

The occupation of the grain buyer is one of great responsibility, and moreover requires a high degree of integrity and technical knowledge of grain, representing, as the buyer does, his principal where he comes into contact both with the grain producer and the competing buyers; and it is quite within the power of the agent to make or mar the employer's business at his station.

It is to raise the tone of the business of grain buyers; to discuss technical methods, and to in every way improve the character of the grain buyer's services to his employer that this Association was organized and this convention is held. Both commend themselves to all practical grain buyers as well as to their employers.

#### THE SECRETARYSHIP.

Geo. A. Stibbens at Niagara voluntarily relinquished the secretaryship of the Grain Dealers' National Association after four years of service, the last at some pecuniary loss to himself. He is now in business at Prescott, Iowa.

While Mr. Stibbens' friends give him praise for his share in the upbuilding of the Association during his first two years (and that share is a large one), his enemies put upon his shoulders the entire blame of the Association's decline during the last two years. This is not fair nor wise. It assumes that the secretary might have prevented the apathy which the affiliated associations have recently felt toward the National, which is the sole cause of its decline. That was not and probably is not possible under the present system. The difficulty in the premises lies in the fact that the touch of the secretary with the affiliated members is too remote. His communications do not go to them direct, but are distributed through the local secretaries. It has happened that in some cases the latter have sent the National's communications not as from the National's secretary, but as their own. With this harmless plagiarism Mr. Stibbens personally found no fault as long as the information reached those for whom he intended it.

But it is obvious that this system has its disadvantages for the National, since it robs it of the credit it should have for the work done by its officials. Take the matter of the uniform bill of lading. Mr. Stibbens is believed to have been the first secretary of any trade association (as the "American Elevator and Grade Trade"



was the first trade journal) to call the attention of shippers, especially grain dealers, to the dangers of that proposition; and he was, as secretary, one of the active promoters of the Annex conference of shippers in the summer of 1904, which inaugurated the movement that ultimately caused the railroads to abandon that vicious bill of lading. Yet Mr. Stibbens, personally and as secretary of the National Association, has received practically no credit for that work which has been worth to the affiliated members of the Grain Dealers' National Association in all parts of the nation more in actual money than their annual dues to the Association would amount to in a lifetime.

If Mr. Stibbens had been more of a braggart and a stickler for the personal prestige his work should have brought him, and less of the considerate gentleman that he is—willing at all times to share with others in the praise for work done for the Association, or even to yield it all, so long as the work benefited the Association, he would, we believe, have done the National Association (to which he has always been loyal and faithful) greater benefit, because he would have drawn more attention to the work it has actually done for the country shippers, who have ignorantly repudiated it. But that was an error that other generous and kindly men than Mr. Stibbens often make to their own hurt.

### THE USUAL ROW.

The aggregation of farmers' elevator companies in Kansas, known as the Farmers' Co-operative Shipping Association, had its usual row at the annual meeting held in Topeka, Kan., during the first week in June.

The object of the shooting was C. B. Hoffman of Enterprise, who has been manager of the association for the past two years. It appears that during the first year of Mr. Hoffman's administration the association made quite a little bunch of money, but during the past year, so far from making money, the association actually lost some. This, of course, was an unpardonable offense on the part of Mr. Hoffman.

The objection made to Mr. Hoffman, aside from his being unable to make money annually for the association, appears that he has fallen into practices which, in the opinion of some of these good people, looked badly. Among other things, he is charged with going into pools and entering into combinations with other grain dealers. One objector says: "I do not know who made these charges, but I guess they are true, all right. I understand that checks can be shown and evidence produced." This from a member of the association sounds rather fierce and shows a scandalous disposition on the part of the prosecutors of Mr. Smiley.

Mr. Hoffman, on the other hand, declares he would not have taken the job again under any circumstances, and claims to have served during the year past only because he had to in order to keep the association from falling into the hands of other people, especially one Jim Butler of Kansas City, who has never quite forgiven Hoffman for ousting him from a place worth \$3,000 or \$4,000 a year, and

who led the fighting against him both last year and this.

Hoffman was kicked out all right, for the new directory is composed largely of his enemies in the association; and it is understood that Fred Englehardt of Rising City, Neb., will be chosen as his successor.

After the meeting was over a prominent member of the organization said:

The meeting just closed has been anything but peaceable. Every meeting we hold is more stormy than the last. We cannot expect the Association to prosper as long as the members are continually fighting among themselves. Nobody can tell what will happen at the next meeting. Unless the different factions stop fighting, I would not be surprised to see the organization go to pieces within the next two years.

### A RETROSPECT.

Early in 1901, weighing conditions at St. Louis made necessary a meeting there by the secretaries of the Western grain associations to protest; and so vigorous and well supported was that protest that a movement was then inaugurated by the Merchants' Exchange which has resulted in complete reform of the conditions complained of.

This affair was seized upon by this paper and numerous individuals to urge that the National Association be made a federated body, composed of all the existing grain trade associations and wielding their united influence. The suggestion was at once acted upon; and at the Des Moines meeting of the National Association a new constitution was adopted and this federation of trade associations came into being.

The following two years were very busy ones. New associations were organized and merged; more regular members came in; trade rules were adopted; a splendid system for hearing arbitration appeals established; two successful conventions were held; and much valuable work done, in spite of the limited means in the hands of the Association. Then came a decline—slow at first, rapid and blighting during the past year. So much so that many would not have been surprised had the Association died at Niagara the other day.

There were several causes for this unhappy condition of the National, the rehearsal of which would serve no good purpose. The thing now to do is to bring it back to its former place in the affections and to the support of the delinquent affiliated associations, whose withdrawal alone has brought the Association to its present low estate. The regular membership is still intact—the receivers have always been loyal and faithful. There is still so strong a backing of the National in the way of regular members and affiliated associations that the Zahm's Red Letter of June 6 is fully justified in making the following optimistic and prophetic plea for its recognition by country shippers:

Grain Dealers' National Association is not dead, as many supposed. It is "very much alive." The meeting at Niagara Falls last Friday and Saturday was not as much of a success as others, as far as attendance was concerned, but was more so when enthusiasm is considered. The National is here to stay. It is too young and too important to die. Many grain shippers may not believe this,

but it's a fact just the same. The National has done much for you (killing the unfair bill of lading railways intended to force on shippers, etc.), and it will do more. Send it your railway claims, your grievances against buyers or receivers. It has brought quick settlements where lawyers failed.

### DEFECTS IN SCALES.

One of the direct benefits which organization has brought to grain dealers is the greater attention now paid to some of the accessories of the grain business. The importance of having scales in perfect condition has been emphasized, not only as a matter of economy, but as a necessity for the conduct of business.

Some figures in a recent report of Secretary Wells of the Iowa Association suggest that the question is one which every association may take up to the profit of its members and the bettering of trade conditions. Out of 63 scales examined by the expert in a period of less than a month, only 26 were found to be in perfect weighing condition. Thirty scales gave incorrect weights, 17 against the dealer and 13 in his favor. Of the remaining 7 scales, one was so bad that it could not be repaired, one was completely overhauled and repaired, one could not be got at to test and the remainder had defects more or less serious. All except the one condemned as beyond hope of repair and a hopper scale which could not be got at were left in good weighing condition.

Of the special causes leading to scales being out of proper condition, fifteen are enumerated, most of which suggest that owners are not very conversant with the principles and mechanism of their scales or else are far too negligent in their care. Yet the scale measures the grain dealer's business. It may be pilfering his profits every time he buys or sells. The Iowa plan is a good one. It is better to have an expert examine and correct defects than to attempt doing the testing and tinkering oneself. But the scales should be made right and kept right. It's business.

### A PRACTICAL HINT.

The address of Chief Inspector Cowen at Decatur was as suggestive as it was interesting. The fact that the way the shipper prepares his grain for inspection is a factor of the inspector's verdict has always been recognized; but the influence of the practice of selling on track in place of consigning has not always been so sharply indicated as one of prime causes of the enormous decline in the percentage of corn grading contract at Chicago. The absence of complaints of low inspection goes far to substantiate the inspector's theory of that decline. The practice of selling No. 3 or better has often been dwelt upon as detrimental to the standard quality of grain, and Inspector Bidwill used to brush aside criticism of low grading on the ground that the difference to the shipper between a grading of No. 2 and one of No. 3 was so inconsequential that the shipper really never found fault so long as he did get a No. 3 certificate, thus substantially agreeing, though in another way, with Inspector Cowen.



## EDITORIAL MENTION

Niagara Falls did this much for the National Association at any rate, it showed "where we are at."

A fine program has been prepared for the Tri-State Grain Dealers' Association meeting. It appears in full in another column.

Put-in-Bay and the Ohio Association next. It's good to be alive when the good fellows of the Ohio Association get together in Lake Erie.

In respect to successful organization and the accomplishment of wise purposes, it isn't so much a question of all pulling as it is that all pull in the same way.

The way Texas and Oklahoma are behaving at this wheat harvest is very depressing to Secretary Wilson's theory of an immediate American wheat famine.

That is a mean suggestion made by a Topeka paper—that if Secretary Wilson really wants to be useful to the farmers of Kansas, he should come back about June 20 and help harvest the wheat crop.

The Omaha Grain Exchange has protested against the building of a cut-off railroad from Ashland, Neb., to Sioux City as threatening danger to Omaha's trade. Good enough. But what do the "other fellows" say?

We understand that the attorney in the case has been instructed to withdraw the suit of the Grain Dealers' National Association against the Illinois Grain Dealers' Association, and that the attorney will do this on the convening of court at Havana, Ill.

The Illinois Central Railroad has adopted the plan of renting its right-of-way to farmers whose lands border on the road, the purpose specified being the raising of grass. The rent is nominal and the lease provides that the lessee will keep down all the weeds and mow the grass.

Prof. Meyer of the University of Chicago is credited with the statement to the Elkins committee that, "The watering of railroad stocks in many cases has been beneficent." To whom? To shippers or consumers whose rates pay interest on this water which costs the original owners nothing?

The new landlord lien law of Indiana makes it illegal for a tenant to sell any grain grown by him belonging to the landlord, making such act one of embezzlement, punishable by a penitentiary sentence. The reference to the law before us does not give information as to the position of the grain buyer, but so drastic a law probably does not lessen his responsibility;

and to be safe he must find his protection in accurate knowledge of the relations existing between the landlord and the tenant—not seriously difficult to do.

Isn't the withdrawal of the Illinois, Iowa and Texas associations from the National on the ground of expense putting a pretty low estimation on the value of a grain business in those states? A dollar a year per man is the maximum cost. Seems like a business worth bothering with at all could stand that.

The McMillan Grain Co. of Van Wert, Ohio, has sued the C. N. Railway for damage caused by alleged discrimination in not furnishing them with cars for hay shipments. These suits are growing more popular with grain men since the judgments for such losses rendered by Illinois and Indiana courts recently.

Much is being said about the Southwest as a future grain and milling center. Kansas City is increasing her flour mills' capacity in order to consume a larger part of the big crops of wheat that will be produced in the neighboring states, and there are seemingly convincing indications that the great Southwest is going to do something in that line.

By an amendment to the constitution, membership in the Grain Dealers' National Association is now open to all persons engaged in the allied trades—machinery, etc. Those, therefore, who want to get hold of the Association's lists, its literature, etc., may become members and have their names put on the mailing list for \$10 per year. Such members are entitled to all privileges except that of voting.

In order to break up the present system of toll-milling of rice in the Gulf littoral—a commission proposition, with the miller acting as the owner's sales agent with unlimited power—a New Orleans company has offered to begin buying new rice of the mills at \$3 per bag (a little over two bushels) and to pay not less than that price during the season, conditioned on 75 per cent of the mills cutting out toll-milling and buying rice direct of the growers. The toll-milling system seems to have long ago passed its stage of usefulness and threatens now to greatly curtail the growth of the rice industry.

Evidently they need some kind of supervision of weights in California's public grain warehouses. The scandalous disclosures of wholesale peculations of grain while loading ocean vessels by the Eppinger-Etlinger combination a few years ago are not forgotten yet. And a recent suit at San Francisco disclosed the fact that the methods of that ancient firm are not wholly obsolete; for while the weighers of sacked grain habitually take for the public warehouse's benefit two pounds from the weight of every five sacks, yet the grain, which ought to take on weight by absorption while in the house, on going out shows often a loss of weight unaccountably great. Complaint is also made that the proportion of

screenings that find their way into sacked grain belonging to a private owner while in storage is one of the trade mysteries of that part of God's country.

A Western milling paper, referring to the case of Mr. Smiley, asks, "Is a method by which a reasonable margin is secured to several dealers more reprehensible than cut-throat competition which drives the weaker to financial failure and consequent loss to honest creditors?" Certainly not. Nor was the said method illegal in Illinois under the anti-trust law that exempted farmers and trade unions from the penalties of the law forbidding combinations to force prices up or down or to boycott whom they pleased. But in Kansas, as we have seen, "the method" is illegal, and that seems to settle it out there.

Even in Minnesota the law of fertility is coming into play, it appears, for a local paper quotes Henry Rippe of Fairmont as saying:

The rapid growth of dairying and stock raising in this part of Minnesota has about destroyed the grain elevator business. Of course, the increase in the number of towns has also had its effect. Formerly when an elevator handled 150,000 bushels of grain it was counted only a fair business. If the same elevator handles 30,000 now it is doing well. Few elevators in this section will much more than pay expenses this year, and many of them will not even do that.

This is a common experience in older-settled states; but even so, it can be only in exceptional localities that the grain business becomes unremunerative, barring short crop seasons.

Crop Expert Jones tries to prove that he was right in his contention that the government's estimate of the corn crop of 1905 was too high by referring to the present price of that cereal. But Mr. Jones forgets that that point of view is no longer conclusive. Fortunately the demand for corn, especially at home, is increasing faster in proportion than the production, and a large crop may bring a high price in spite of Mr. Jones's belief that it ought to bring a low one. So the fact that the government estimate was 250 million bushels greater than Mr. Jones's is entirely consistent with 50 cents a bushel for corn in Chicago and \$135 an acre for good lands in the Illinois corn belt.

The literature of some of the farmers' organizations is decidedly interesting. It is quite eloquent and calculated to fire the agricultural heart; but some of it will make the scoffer smile. An organizer for the Farmers' Union says in a local paper: "Boards of trade, speculators and gamblers in farm produce have the nation by the throat. Their system of gambling and plundering is no less a crime than robbery. It must be wiped out." And then he outlines the familiar plan by which the farmers themselves are to fix the prices of agricultural products. All of which, so far as the public is concerned, reminds one of the sign that tradition says was once displayed in the window of a West Side store in Chicago. "Don't go to the big stores downtown to be robbed. Come in here." The Farmers' Union



is apparently envious of the grip held by the "speculators and gamblers" on the "nation's throat."

The first car of new wheat of the 1905 crop in the United States was bought by Paul Ingenhuett of Comfort, Kerr County, Texas. The purchase was made for the Landa Roller Mills of New Braunfels, Texas, and the shipment was made on June 9.

Some of the agricultural experts already claim to see signs of exhaustion in the soil of Manitoba, due to the continuous seeding of the soil to wheat. This sort of talk seems very inappropriate at a time when Canadian papers are figuring on dominating the world's wheat markets.

At present writing it looks as if the collapse of the Ontario elevator at Buffalo would be fought in court to what Russian statesmen would call "the bitter end." The owners insist that the collapse was preceded by a fire, while the insurance companies disclaim liability, alleging that the collapse was due to other causes.

While the charge—made by a St. Louis man who was trying to restrain the grading of Red Russian as No. 2 Red Winter Wheat in that market—that one of the Railroad and Warehouse Commissioners was guilty of fraud failed, the affidavit of Commissioner Rice himself admitted that he had "made a number of trades in the May option." It is conceded by all that Mr. Rice's trades in no wise influenced the action of the Commission on the Red Russian question; but it must now be manifest to Mr. Rice that the confessed trading by him was highly improper. No man who wants his official conduct to be like that of Cæsar's wife can dabble in any practices or properties the value of which may be affected by his official acts or that of any body of which he may be a member.

Edgar H. Evans, a well-known Indianapolis miller, at the recent Millers' Federation meeting offered a resolution calling on the exchanges to put a stop to the practice of unlimited "short selling," and thereupon the Federation speakers proceeded to roast the speculators. One cannot but confess sympathy with their position. The speculation which consists of a systematic raid of the market, from either the bull or the bear side, is getting to be as common as it is detrimental to the legitimate functions of commercial exchanges. But the question is, how can the raiders be legally given their quietus without also destroying the facilities of the exchanges which are created in order to further and protect the forward selling of grain—a practice as necessary to the millers themselves as it is to the producers of grain? Let Mr. Evans and his coadjutors of the milling industry tell us how their desires can be reached without destroying the freedom of contract—bargain and sale—on the exchanges, and there is no doubt a strong element in all exchanges would be glad to join them in raiding the raiders off the floors. Indeed the new rules in force in

most exchanges are making corners more and more difficult to manage successfully.

The Grain Dealers' National Association will continue its existence on the affiliated membership plan. In view of the fact that Geo. A. Stibbens was not a candidate for reelection as secretary, the directors considered it advisable to move the headquarters to Toledo, Ohio, in order to reduce the expenses, where H. L. Goemann, chairman of the executive committee, is located, so that the affairs of the Association may come under the direct supervision of the executive committee. The selection of a permanent secretary has been deferred until in the opinion of the committee the right man shall have been found to fill the place. In the meantime the directors have appointed Mrs. S. B. Frey assistant secretary and all communications should be addressed to the Association, Gardner Building, Toledo, Ohio. Mrs. Frey has been in the office of the secretary for four years and besides being a most competent office manager, is familiar with every detail of the Association's work.

The Millers' National Federation at Kansas City on June 9 adopted resolutions condemning railway rebates, thus approving the position of Mr. B. A. Eckhardt of Chicago who in a paper on the subject said that shippers, as well as the railways, had to face one of the three propositions: Railway control, government control, or nominal regulation and supervision. Manifestly the first proposition will never permanently obtain; therefore the problem is government ownership or moderate government control. The latter, in the opinion of many, is the only saving action to prevent government ownership. The surprising thing about the entire discussion of this problem is that the railway people voluntarily blind themselves to the universal demand of the conservative class of the nation for supervision and not control, reaching the former by a rational endowment of the Commerce Commission with additions of power to enforce the decisions.

The management of the Illinois Association has consistently refused to recognize any farmers' elevator companies. It is no part of our duty to question the wisdom of action that is no doubt the result of long and careful deliberation of good men. But it is hardly true, in a strict sense, that, as President Hubbard remarks in his annual address, the farmers' companies are socialistic in character, any more than the pooling of the capital of half a dozen or forty men, and incorporating under the laws of Illinois as a company for profit, is socialistic. The incorporating by a number of farmers of a company to buy or handle grain is not of itself the thing regular grain men have a right to object to, for there is no legal or moral ground to the objection; but the business methods of the companies who have the penalty clause or any other form of probably illegal competition are the nib of the real offending. To this the regular dealers and all fair-minded men have the same right to object as they have to the conduct of any

disorderly competitor. And so while criticism is not at all our purpose, it might be asked, would or would it not help the situation in some parts of Illinois and tend to destroy the competition of the pirates if the decently conducted farmers' companies were not also treated as pirates?

It is gratifying to this paper to note how Inspector Cowen in his Decatur address justifies the position here taken for many years, to wit, that the shipper who habitually neglects to clean and grade and look to the moisture content of his corn before shipping really has no just cause or complaint against the inspection department. For if the shipper would take the same steps that the terminal elevator man does to prepare corn to be sold by sample to the consumer, the country shipper could make just as much money with his grain as the big elevator operators do. It is merely a question of preparing goods for the market as the merchant does. The one kind of dealer ships stuff full of dust, dirt and moisture in excess of safety; the receiver handles the same grain and from it manufactures a product to bring the highest price—choice stuff in one class; the screenings in another—and his average profit is one the country shipper would be only too glad to accept as his best in the general run of business. In a word, it pays to take pains.

It was hardly to be expected that the big bucket-shop operators would accept defeat gracefully. That some effort would be made to get around the Supreme Court decision was a foregone conclusion. And, with the characteristic optimism of the gambler, the head of one of the big concerns has devised a system of "independent quotations" which it is hoped will enable them to evade the gambling law. So it is proposed to furnish correspondents with quotations which will average about  $\frac{1}{4}$  cent per bushel higher on grain,  $2\frac{1}{2}$  cents per barrel higher on pork and about  $2\frac{1}{2}$  cents per hundred higher on lard and ribs than the figures of the Chicago Board of Trade. In a letter to its private wire correspondents the house originating this "market" says of it:

It will be made up from reports of transactions made in the offices of a number of the largest independent grain dealers in the United States. It will not be a market of any exchange in the United States. It will, however, reflect and show all the changes that occur in the grain markets as they go up and down.

The scheme is beautiful in its simplicity, but its projectors may not find as smooth sailing as they anticipate. If it is proposed to utilize Chicago quotations by simply raising them a fraction of a cent or a couple of cents (and this is the probable intention), it is possible that the decision may be found broad enough to render the subterfuge useless. On the other hand, if the quotations are not based on the Chicago market, or that of any other exchange, they will be about on a par with the figures ground out by Skakel's one-time famous clock; and those who make use of them to conduct a gambling business must do so without any pretense to legitimacy and in defiance of state laws relating to gambling pure and simple.



## TRADE NOTES

It is announced that additions to cost \$50,000 will be made to the plant of H. W. Caldwell & Son Company of Chicago.

A petition in bankruptcy was recently filed against the Robert Aitchison Perforated Metal Company of Chicago, and it is announced that a receiver was appointed.

In addition to the manufacture of elevating and conveying machinery, the Minneapolis Steel & Machinery Co. of Minneapolis, Minn., has undertaken the building of the Munzel Gas Engine and Gas Producer.

The report in the last issue of this paper to the effect that the Foos Manufacturing Company of Springfield, Ohio, has the contract for the machinery to equip the new plant of the Lucern Products Company at Omaha, Neb., we are informed by the latter, was erroneous.

The Hess Warming and Ventilating Company of Chicago has received an order for a No. 6 Hess Drier for the new elevator at Nashville, Tenn., now being built by the Nashville Warehouse and Elevator Company. The Macdonald Engineering Company of Chicago are the contractors.

Contracts have been awarded for the erection of three additions to the Olds Gasoline Engine Works at Lansing, Mich. One of the new structures will be 237x36 feet, and will be located on the south side of the present plant. Another will be 52x16 feet, on the east, while an office building, 47x20 feet, will also be put up.

The steamer, W. D. Mathews, which cleared from Fort William, Ont., on May 13, carried the largest cargo of flaxseed ever shipped from that port. It amounted to nearly 200,000 bushels, valued at \$250,000, and was shipped by Thompson, Sons & Co., for account of the Albert Dickinson Co. of Chicago.

The Williams Patent Crusher & Pulverizer Company of St. Louis, Mo., is prepared to equip plants for the manufacture of alfalfa meal. The company manufactures the Williams Patent Ideal Combined Hay Cutter and Grinder, which is a machine especially adapted for this work. Those who are interested in this industry should write the company for particulars.

The publications issued by the Joseph Dixon Crucible Company of Jersey City, N. J., are sent free of charge to all who are interested in the subject of graphite. Elevator owners and millers who are not conversant with the economy and satisfactory results obtained by the use of graphite as a lubricant should place themselves in correspondence with the Dixon Company.

Complete lines of grain elevator machinery and supplies are illustrated in catalogue No. 2, just issued by the K. C. Mfg. & Supply Co. at 427-431 West Fifth Street, Kansas City, Mo. This Southwestern business, under the management of Mr. J. C. Murphy, has grown steadily as a result of offering dealers high-grade goods at satisfactory prices. The company also now operates a machine shop for manufacturing different specialties, which are all listed in the 300-page catalogue.

The Marseilles Manufacturing Company, Marseilles, Ill., has reason to be proud of the progress it has made during the past nine years. Friends of the company will remember in 1896 it made a temporary assignment. Creditors unanimously volunteered ten years' extension of time, in consideration of which the company agreed to pay all claims in full. The time granted does not expire until April, 1906, but the company announces, not without pride and pleasure, that prior to April, 1905, it had completed its agreement. Not only have the old creditors been paid in full, but the company has increased its net assets over liabilities to the extent of more than \$125,000 from the

earnings, in addition to adding largely to its buildings, lands and machinery equipment, including a 200-horsepower steam power plant as an adjunct to the water power by which the factory is operated. The company is now in a stronger position than ever before.

Richard H. Ullrich of Seattle, Wash., who is the Pacific Coast, British Columbia and Canadian territory agent for the Automatic Scale Company of Gliesmarode, Germany, has several of the "Libra" Automatic Scales in working order on display in the foreign building, German department, of the Lewis and Clark Exposition at Portland. Elevator proprietors and millers who are interested in the subject of automatic scales are invited to visit the display while attending the exposition.

The B. S. Constant Company of Bloomington, Ill., reports an unusually large business. The company is receiving orders for its United States Corn Sheller from all parts of the country and a constantly increasing demand for this machine is confidently expected. It is shipped on thirty days' trial with the privilege of return if not found satisfactory. The company has a comprehensive catalogue which describes the sheller in detail. It will be sent free of charge to those who apply for it.

Among the recent contracts secured by the Younglove & Boggess Company, of Mason City, Iowa, are the following: For the Huron Milling Company, Huron, S. D., a 20,000-bushel crib elevator; Farmers' Co-operative Elevator Co., Lake Wilson, Minn., a 35,000-bushel elevator; O. P. McDonald, Adair, Ill., a 15,000-bushel elevator, to be built at Walnut Grove, Ill. The company has also received the contract to completely overhaul the elevator for the Sleepy Eye Milling Company, at Doland, S. D.

The Pabst Brewing Company of Milwaukee recently placed an order with the Richardson Scale Company, for four of the Richardson Automatic Scales. In a letter to the Richardson company the Pabst people say that they have found these very satisfactory and have concluded to have their entire installation consist of Richardson Scales. Smith & Smith, the Chicago selling agents, will be pleased to furnish grain men with particulars concerning these scales, and printed matter illustrating and describing them.

The H. G. Bushnell Company of Minneapolis has secured contracts to build elevators as follows: An 80,000-bushel elevator for the Courtney Elevator Co. at Courtney, N. D.; a 60,000-bushel house for the Leal Farmers at Leal, N. D.; two for the Chaffee Farmers' Elevator Company of Chaffee, S. D., one at Embden and one at Chaffee, each of 35,000 bushels' capacity; a 30,000-bushel elevator at Grover, S. D., for the Farmers' Elevator Company, and one of 35,000 bushels' capacity at Dumont, Minn., for M. H. Zempel of Ortonville, Minn.

The Jeffrey Manufacturing Company of Columbus, Ohio, is sending out a folder devoted to elevating and conveying machinery for handling sand, gravel, crushed stone, etc. In addition to manufacturing a complete line of grain elevating and conveying machinery, the company manufactures equipment of this character for handling a widely diversified line of products. In fact, it may be said that for any material which can be conveyed and elevated the Jeffrey company has devised equipment. Catalogues describing the various lines manufactured by this company may be had free of charge on request.

### COMING CONVENTIONS.

Tri-State Grain Dealers' Association, Sioux Falls, S. D., June 21 and 22.

Ohio Grain Dealers' Association, Put-in-Bay, Ohio, July 6 and 7.

American Grain Buyers' Association, Minneapolis, July 11.

National Hay Association, Toledo, Ohio, July 18, 19, 20.

### H. J. McGEE.

It has been a sort of "nip and tuck" struggle between East St. Louis and Galveston for the possession of H. J. McGee. Really competent managers of large terminal and exporting elevators are not as plentiful as blackberries in their season, and Mr. McGee is one of the kind who are sought for.

Entering the employ of the Union Elevator at East St. Louis, Ill., where he was born in August, 1871, as conveyor boy, on August 8, 1884, when but thirteen years of age, he passed through every stage of advancement and served in every capacity in the management and conduct of the elevator, up to and including the position of assistant foreman. This brought him to the year 1896 and about his twenty-fifth year. Then Galveston heard of him, and he was made foreman of Elevator A of the Galveston Wharf Company; but after six months he returned to East St. Louis and the Union Elevator, this time as foreman. After a year there, Galveston again claimed him, and he became foreman of Elevator B, operated by F. Orthwein & Sons; but four months later the Union Elevator



H. J. McGEE, EAST ST. LOUIS.

again offered him inducements that led to his return to East St. Louis, where he now is.

The Union Elevator is a public elevator, operated by the C., B. & Q. Ry. Co., and Mr. McGee is its superintendent. His accomplishments as a grain man and his fairness as an expert are so well recognized that he has been made member of the Illinois appeals committee in that market. He is but thirty-four years of age, and having already become one of the best known grain experts in the West, he still has a useful future before him.

### WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at eight primary markets, during the 49 weeks ending June 5, for the last two years, according to the Cincinnati Price Current, were as follows:

	1904-5.	1903-4.
St. Louis.....	20,152,000	23,350,000
Toledo.....	3,721,000	5,492,000
Detroit.....	2,270,000	1,947,000
Kansas City.....	33,389,000	39,387,000
Winter wheat.....	59,532,000	70,178,000
Chicago.....	25,917,000	24,508,000
Milwaukee.....	7,168,000	8,724,000
Minneapolis.....	84,975,000	83,153,000
Duluth.....	24,448,000	27,810,000
Spring wheat.....	142,506,000	144,195,000
Aggregate, 49 weeks.....	202,038,000	214,373,000

Orders have been received for practically the entire output of grain bags at the Washington penitentiary up to and including July.



## VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, June 10, 1905, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore.....	75,000	77,000	190,000	9,000	.....
Boston.....	137,000	130,000	10,000	.....	.....
Buffalo.....	894,000	18,000	684,000	445,000	233,000
do. afloat.....	.....	.....	.....	.....	.....
Chicago.....	1,003,000	766,000	1,078,000	92,000	1,000
do. afloat.....	.....	.....	.....	.....	.....
Detroit.....	156,000	8,000	1,000	7,000	.....
do. afloat.....	.....	.....	.....	.....	.....
Duluth.....	1,337,000	.....	1,068,000	128,000	188,000
do. afloat.....	.....	.....	.....	.....	.....
Ft. William.....	2,780,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Galveston.....	41,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
Indianapolis.....	55,000	147,000	27,000	.....	.....
Kansas City.....	434,000	58,000	44,000	.....	.....
Milwaukee.....	285,000	9,000	135,000	2,000	11,000
do. afloat.....	.....	.....	.....	.....	.....
Minneapolis.....	7,112,000	18,000	1,095,000	24,000	134,000
Montreal.....	275,000	68,000	98,000	.....	33,000
New Orleans.....	.....	59,000	60,000	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
New York.....	329,000	107,000	847,000	147,000	55,000
do. afloat.....	32,000	.....	.....	.....	18,000
Peoria.....	2,000	47,000	243,000	6,000	2,000
Philadelphia.....	24,000	.....	104,000	.....	.....
Port Arthur.....	898,000	.....	.....	.....	.....
do. afloat.....	.....	.....	.....	.....	.....
St. Louis.....	1,617,000	40,000	324,000	4,000	18,000
do. afloat.....	.....	.....	.....	.....	.....
Toledo.....	79,000	145,000	235,000	2,000	.....
do. afloat.....	.....	.....	.....	.....	.....
Toronto.....	17,000	.....	40,000	.....	.....
On Canal.....	136,000	9,000	237,000	9,000	143,000
On Lakes.....	488,000	1,652,000	568,000	.....	71,000
On Miss. River.....	.....	.....	.....	.....	.....
Grand total.....	18,206,000	3,378,000	7,338,000	875,000	1,007,000
Corresponding date 1904.....	18,475,000	4,658,000	5,377,000	960,000	1,618,000
Weekly Inc.....	.....	.....	.....	.....	.....
Weekly Dec.....	1,828,000	1,150,000	416,000	47,000	220,000

## FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 22 months ending with May, as reported by Chas. F. Lias, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1904-05.	1903-04.	1904-05.	1903-04.
August.....	277,990	345,226	200,620	97,809
September.....	310,000	102,620	119,049	162,900
October.....	475,000	530,960	34,776	166,049
November.....	315,900	708,953	22,103	44,057
December.....	353,000	250,979	10,455	78,274
January.....	123,300	307,976	29,029	90,906
February.....	161,100	212,736	37,924	60,764
March.....	273,600	412,554	22,679	42,694
April.....	87,300	68,000	40,037	28,326
May.....	239,700	90,100	39,390	34,079
June.....	.....	453,467	.....	15,055
July.....	.....	165,769	.....	45,981
Total bushels.....	2,617,490	3,649,340	556,062	866,844

## RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago for the month ending June 12 has been as follows:

MAY.	NO. 2.*		NO. 1. NO.*		NO. 2		STR.		NO. 2		NO. N. W.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
12.....	.94½	.97	.95½	.99½	.48½	.48½	.32½	.32½	.80	.80	.....	.....
13.....	.95	.99½	.97	1.01½	.49½	.49½	.31½	.32½	.78	.76½	.....	.....
14.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15.....	.97	1.00½	1.00	1.03½	.50½	.50½	.32	.32½	.80	.82	1.40	1.40
16.....	.97½	1.01	1.01	1.05	.53	.53	.32	.32½	.82	.82	.....	.....
17.....	.96½	.99½	1.00	1.04	.53½	.53½	.32½	.33	.....	.....	.....	.....
18.....	.99	1.03½	1.03	1.06½	.54½	.54½	.31½	.33	.....	.....	.....	.....
19.....	1.00½	1.03½	1.03	1.06	.53½	.53½	.32	.32½	.....	.....	.....	.....
20.....	1.01½	1.04½	1.04½	1.07	.53	.53	.31½	.32½	.....	.....	.....	.....
21.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
22.....	1.03	1.08	1.06	1.11	.56½	.56½	.31½	.32½	.82	.82	.....	.....
23.....	1.05	1.08½	1.08	1.11	.57	.57	.31½	.32½	.....	.....	.....	.....
24.....	1.07	1.11	1.10½	1.12½	.59	.59	.32½	.32½	.....	.....	.....	.....
25.....	1.08½	1.10½	1.11½	1.13½	.60	.60	.32½	.32½	.....	.....	.....	.....
26.....	1.08½	1.08½	1.11½	1.13½	.55½	.55½	.32	.32½	.....	.....	.....	.....
27.....	1.00	1.03½	1.10	1.12	.52	.52	.32	.32½	.79	.79	.....	.....
28.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
29.....	1.02	1.06	1.08½	1.09½	.50½	.50½	.31½	.32½	.81	.82	.....	.....
30.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
31.....	1.05	1.06½	1.06½	1.08½	.52	.52	.31½	.32½	.78	.84	.....	.....
June:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1.....	1.05½	1.07	1.07½	1.09	.52½	.52½	.32½	.32½	.83½	.83½	.....	.....
2.....	1.06½	1.07½	1.08½	1.13½	.52½	.52½	.32½	.33	.....	.....	.....	.....
3.....	1.04½	1.05½	1.10	1.12½	.52½	.52½	.32	.33	.75	.81	.....	.....
4.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5.....	1.02	1.04	1.11	1.13½	.51½	.52½	.32	.32½	.79½	.81	.....	.....
6.....	1.02	1.04	1.12	1.13½	.52½	.53½	.32	.32½	.80	.80	.....	.....
7.....	1.01	1.03	1.11	1.13	.52½	.52½	.32½	.33	.79	.79	.....	.....
8.....	.99	1.00½	1.10½	1.12½	.53½	.53½	.32	.32½	.79	.79	.....	.....
9.....	.99	1.01	1.11½	1.12½	.53½	.53½	.32	.32½	.....	.....	.....	.....
10.....	.99½	1.01	1.12½	1.13	.53½	.53½	.32½	.32½	.77	.78	.....	.....
11.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

†Holiday.

During the week ending May 19 Prime Contract Timothy Seed sold at \$2.95@3.00 per cental; Prime Contract Clover Seed at \$11.75@12.50; Hungarian at \$1.15@1.35; German Millet at \$1.15@1.40; buckwheat at \$1.10@1.15 per 100 pounds.

During the week ending May 26 Prime Contract Timothy Seed sold at \$2.80@2.95 per cental; Prime Contract Clover Seed at \$11.75@12.25; Hungarian at \$1.15@1.35; German Millet at \$1.15@1.40; buckwheat at \$1.10@1.15 per 100 pounds.

During the week ending June 2, Prime Contract Timothy Seed sold at \$2.85 per cental; Prime Contract Clover Seed at \$11.75@12.25; Hungarian at \$1.15@1.35; German Millet at \$1.15@1.40; buckwheat at \$1.10@1.15 per 100 pounds.

During the week ending June 9 Prime Contract Timothy Seed sold at \$2.85 per cental; Prime Contract Clover Seed at \$11.75@12.25; Hungarian at \$1.15@1.35; German Millet at \$1.15@1.40; buckwheat at \$1.10@1.15 per 100 pounds.

## RECEIPTS AND SHIPMENTS.

Following are the receipts and shipments of grain, etc., at leading receiving and shipping points in the United States for the month of May, 1905:

**BALTIMORE**—Reported by H. A. Wroth, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	79,985	66,549	.....	.....
Corn, bushels.....	440,638	137,281	866,721	315,041
Oats, bushels.....	303,310	195,877	21,035	.....
Barley, bushels.....	.....	.....	.....	.....
Rye, bushels.....	3,164	20,599	.....	.....
Timothy Seed, lbs.....	1,456	1,078	.....	.....
Clover Seed, lbs.....	63	267	.....	.....
Hay, tons.....	6,822	8,040	1,994	2,311
Flour, bbls.....	123,057	138,293	39,466	88,051

**BOSTON**—Reported by Daniel D. Morris, acting secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Flour, bbls.....	94,834	102,501	31,011	60,966
Wheat, bushels.....	131,124	79,869	261,700	81,735
Corn, bushels.....	434,999	162,887	1,195,164	189,145
Oats, bushels.....	323,848	399,180	73,394	6,168
Rye, bushels.....	6,470	450	.....	.....
Barley, bushels.....	2,035	1,773	.....	.....
Flaxseed, bushels.....	.....	.....	.....	.....
Mill Feed, tons.....	743	893	230	149
Cornmeal, bbls.....	655	1,803	1,251	1,438
Oatmeal, bbls.....	11,522	6,153	11,375	3,400
Oatmeal, sacks.....	1,570	1,220	6,768	10,429
Hay, tons.....	10,470	9,830	135	974

**BUFFALO**—Reported by F. Howard Mason, secretary of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	3,042,047	907,240	291,500	135,000
Corn, bushels.....	2,858,900	762,700	72,014	1,200
Oats, bushels.....	6,354,171	246,000	471,057	72,200
Barley, bushels.....	664,000	112,200	320,713	16,400
Rye, bushels.....	86,965	23,353	.....	.....
Timothy Seed, lbs.....	.....	.....	.....	.....
Clover Seed, lbs.....	.....	.....	.....	.....
Other Grass Seed, lbs.....	.....	.....	.....	.....
Flax Seed, bushels.....	.....	.....	.....	.....
Broom Corn, lbs.....	.....	.....	.....	.....
Hay, tons.....	.....	.....	.....	.....
Flour, bbls.....	769,424	.....	.....	.....

**CHICAGO**—Reported by Geo. F. Stone, secretary of the Board of Trade.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	777,224	613,813	1,751,868	1,130,315
Corn, bushels.....	4,696,497	4,758,180	5,797,475	6,326,419
Oats, bushels.....	4,171,125	3,748,650	4,805,399	3,517,332
Barley, bushels.....	1,414,707	1,114,575	348,409	272,613
Rye, bushels.....	97,797	135,085	51,031	98,293
Timothy Seed, lbs.....	1,635,507	1,970,872	900,261	1,347,220
Clover Seed, lbs.....	41,690	623,716	67,104	396,710
Other Grass Seed, lbs.....	851,850	1,958,745	1,553,316	2,852,045
Flax Seed, bushels.....	244,402	173,420	17,303	59,350
Broom Corn, lbs.....	480,425	3,473,542	780,721	3,266,780
Hay, tons.....	20,856	14,964	922	783
Flour, bbls.....	461,357	622,748	356,717	518,493

**CINCINNATI**—Reported by C. B. Murray, superintendent of the Chamber of Commerce.

Articles.	Receipts.		Shipments.	
	1905.	1904.	1905.	1904.
Wheat, bushels.....	92,818	102,960	62,414	62,647
Corn, bushels.....	445,218	924,837	240,448	564,841
Oats, bushels.....	500,350	318,033	271,961	212,033
Barley, bushels.....	7,000	40,006	110	4,022
Rye, bushels.....	7,042	55,276	7,800	6,543
Timothy Seed, bags.....	1,123	135	1,452	1,575
Clover Seed, bags.....	104	1,723	45	870
Other Grass Seed, bags.....	4,693	5,655	4,757	5,661
Flax Seed, bushels.....	.....	.....	.....	.....
Broom Corn, lbs.....	.....	.....	.....	.....
Hay, tons.....	10,423	5,659	8,480	4,895
Flour, bbls.....	91,113	56,634	97,895	61,010



# ELEVATOR AND GRAIN NEWS

## ILLINOIS.

J. W. Meyers of Florence Station, Ill., is building an elevator.

An addition is being built to the elevator at Henning, Ill.

T. J. Pursly of Peoria, Ill., is building an elevator in Plymouth, Ill.

O. P. McDonald of Adair, Ill., will build an elevator in Walnut Grove, Ill.

Lionberger Bros. are reported to have sold their grain business at La Crosse, Ill.

The McClure Grain Co. is building an addition to its elevator at Osbornville, Ill.

The Union County Milling Co. of Jonesboro, Ill., will build a large grain elevator at Ullin, Ill.

F. E. Streitmatter has completed a 20,000-bushel grain elevator on his farm near Princeville, Ill.

The Shellabarger Elevator Co. is making some improvements to its elevator at Monticello, Ill.

Pate & Lockhart have installed an improved Hall Distributor in their elevator at Wellington, Ill.

The capital stock of the Sidney Grain Co. of Sidney, Ill., has been increased from \$4,000 to \$10,000.

The grain business of B. T. Railsback's Sons at Hopedale, Ill., has been incorporated under the same style.

A stock company has been organized to erect a grain elevator at Troxel Station, Ill. The place is not a postoffice.

A. A. St. Germain, a grain dealer of Kankakee, Ill., has purchased a tract of ground and will erect additional storage room.

Showers & Hardy, millers at El Dorado, Ill., are erecting a 10,000-bushel elevator on the L. & N. right-of-way at that place.

A two-story store and office building and a 20,000-bushel grain elevator are being built in Alton, Ill., by the Electric Roller Milling Co.

A. W. Heinz has sold his elevator at Mahomet, Ill., to the Mahomet Grain Co., a farmers' organization, for \$7,000; possession given June 15.

A Hall Distributor will be installed in the elevator at Walnut Grove, Ill., which is being erected by the Younglove & Boggess Co. of Mason City, Iowa.

The Rowell Elevator Co. has sold its grain and coal business at Rowell, Ill., to the Shellabarger Elevator Co. of Decatur, Ill., possession being given June 1.

The Cleveland Grain Co. is erecting eight concrete storage tanks, each having a capacity of 60,000 bushels, near its transfer elevator in Champaign, Ill.

The new 80,000-bushel elevator of the Sparks Milling Co. at Alton, Ill., is about completed. It is of frame, metal clad, and equipped with modern machinery.

The old Wabash Elevator in Carthage, Ill., the first grain elevator erected in that town, has been razed. It was built in 1864 and had a capacity of about 3,000 bushels.

The grain firm of Porterfield & Barton at Jamaica, Ill., has been dissolved by mutual consent, M. F. Porterfield retiring. R. T. Barton will continue the business alone.

M. A. Current, formerly of Newman, Ill., has purchased the Gale & Miller Elevator on the Illinois Central at Weldon, Ill. Mr. Current is an experienced grain man and will operate the elevator.

The Northwestern Hay and Grain Co. has been chartered at Chicago, Ill., with a capital of \$15,000, to deal in grain and flour. J. H. Rankin, A. Felsenthal and F. B. Hopkins are the incorporators.

The Farmers' Milling and Grain Co. of Mattoon, Ill., will rebuild its elevator at that place which was recently destroyed by fire. It is expected to have the new house completed about the middle of July.

The Highland Grain Co. has been chartered at Galesburg, Ill., with a capital of \$7,500 to deal in grain, fuel, live stock and building material. C. C. Davis, J. E. Maley and George E. Maley are the incorporators.

The farmers north of Monroe, Ill., have donated a portion of what is known as the Hildebrand Farm to the new Illinois, Iowa and Minnesota Railroad in consideration of having a station established there. It is said that an elevator and stock yards

will be built. This station will be the second out of Rockford, Ill.

J. M. Current is building an addition to his elevator at Homer, Ill., increasing the capacity to 20,000 bushels.

Mrs. E. H. Bacon will rebuild the elevator at Lilly, Ill., which was burned on May 19. The new house will have two dumps and a storage capacity of 30,000 bushels. It will be operated by a 16-horsepower gasoline engine.

Fred E. Davison of Rock Falls, Ill., has purchased the elevator in this city, operated by Davison & Sprinkle, from Charles Hansen of Ohio Station, Ill., who has owned it for a number of years. The property will now be improved.

According to present plans two new grain elevators will be erected in Sycamore, Ill., this season. One is to be built by John L. Murphy and the other by Bartlett, Frazier & Carrington. Both will be located on the North-Western right-of-way.

William H. Hallermann has sold his one-third interest in the Carlyle Mill and Grain Co. of Carlyle, Ill., to Habne & Son of Belleville, Ill. The other stockholders are Fred and August Schlafly and Henry Laux. The capital stock is \$45,000.

A branch of the National Farmers' Exchange has been formed at Long Branch, a siding in Mason County, Ill., near Kilbourne, with thirty-two members. An elevator will probably be built. J. T. Mowder is president and C. L. Neiderer is secretary, treasurer and manager.

## EASTERN.

The Clyde Grain and Produce Co. is erecting a new storage building in Clyde, N. Y.

The St. Albans Grain Co. of St. Albans, Vt., has incorporated with a capital of \$25,000.

J. G. Davis is installing an improved Hall Distributor in his elevator at Rochester, N. Y.

The Cutler Co. is building a warehouse adjoining its grain elevator at North Wilbraham, Mass.

The F. E. Chandler Grain Co. has been making improvements in its elevator and warehouse at Lawrence, Mass.

Manchester & Curtis, dealers in grain, feed, hay, etc., at Eagle Bridge, N. Y., have dissolved partnership, Mr. Manchester retiring.

Walter F. Hagar of the Philadelphia Commercial Exchange has been elected president of the Keystone Elevator Co. of that city.

The Irving Powers Co. of Kittery, Me., of which W. H. Kilburn is manager, has purchased a grain elevator and store in West Ossipee, N. H.

S. H. Morrill, who recently sold his grain business in Oakland, Me., has purchased a residence in Augusta, that state, where he will make his home in the future.

Brown & Fassett, millers at Tunkhannock, Pa., have bought a site in Montrose, Pa., and are erecting a building to be used as a branch flour, feed, grain and produce store.

I. B. Camp, who has been engaged in the grain and feed business at Canaan, N. H., for several years, has removed to York Harbor, Me., where he will continue in the same line.

The Malden Grain Co. has been chartered at Malden (Boston), Mass., with a capital of \$10,000. The officers are: R. C. De Normandie, president; H. N. De Normandie, secretary and treasurer.

A recent report from Haverhill, Mass., states that the harbor and land commissioners will shortly be asked to grant a permit upon the plans of H. L. Taylor & Co. for the erection of a new wharf and elevator over the Merrimack River.

Williams Hall, former mayor at Nashua, N. H., has sold his grain, hay and flour business in that city to William F. Peel. Mr. Hall engaged in business on his own account in 1876 and was the senior grain merchant of the city. He retires to take a much needed rest.

Sitley & Son are rebuilding their grain elevator and warehouse at Sixth Street and Chelton Avenue in Camden, N. J., which were burned on April 23. The new plant will be much larger than the old one. The elevator proper will be six stories high and the warehouse section three stories. The entire plant will be of brick, 460x150 feet on the ground.

The new grain elevator of the Pennsylvania Warehousing and Safe Deposit Co. at Twenty-third and Race streets, Philadelphia, Pa., was formally opened for business on May 10 in the presence of many of the representative grain and feed men of the city. M. J. Goehl, superintendent, was master of ceremonies. Among those present were President King of the Commercial Exchange and the officers of the company, George H. Earle Jr., president; R. Y. Cook, vice-president, and A. M. Bright, treasurer and general manager. A luncheon was served to the 200 guests of the management. The elevator, which is located on a site

adjoining the Baltimore & Ohio tracks, has a capacity of 150,000 bushels, and is equipped with the latest devices for the quick and efficient handling of grain. It is provided with an automatic type registering track scale, having a capacity of 70 tons, and a wagon scale with a capacity of 15 tons. There is an air space of two feet between the outer and inner walls, which insures keeping the grain at an even temperature. Bins have been constructed for mixing grain, and another lot of bins provided for the storing of individual shipments of different kinds of grain. The new elevator replaces the old structure which for years occupied the site and which was destroyed by fire on October 30, 1903. Work on the present elevator was commenced last September.

## THE DAKOTAS.

A farmers' elevator will be built at Embden, N. D.

The new Thorpe Elevator at Garretson, S. D., is completed.

A 50,000-bushel farmers' elevator is to be built at Penn, N. D.

The Atlantic Elevator Co. is building an elevator at Bisbee, N. D.

Faris & Gray are building an elevator at Flandreau, S. D.

F. H. Woldy has bought the Farmers' Elevator at Edmore, N. D.

The Monarch Elevator Co. has been improving its house at Voss, N. D.

The Peavey Elevator at Montrose, S. D., has been repaired and remodeled.

The Woodworth Elevator Co. is building a new elevator at Ardoch, N. D.

E. B. Page has been making extensive repairs to his elevator at Leeds, N. D.

The Farmers' Elevator Co. of Courtenay, N. D., will erect a large grain elevator.

Extensive repairs have been made to the Great Western Elevator at Oriska, N. D.

The Shannon & Mott Co. of Des Moines, Iowa, has sold its elevator at Wagner, S. D.

Arrangements have been completed for building a farmers' elevator at Canova, S. D.

The Imperial Elevator Co. has enlarged its lumber yard and sheds at Lakota, N. D.

The Atlantic Elevator Co. has commenced the erection of an elevator at Omamee, N. D.

The Great Western Elevator Co. has built an addition to its house at Englevale, N. D.

The McCaull-Webster Elevator Co. will build a new elevator at Utica, S. D., this season.

The new coal sheds and elevator of the Western Elevator Co. at Henry, S. D., are completed.

The Erie Farmers' Elevator Co., capitalized at \$50,000, has been incorporated at Erie, N. D.

The new elevator at Towner, N. D., of which H. A. Holmes is manager, is about completed.

L. Buege of Minneapolis has the contract for the erection of a farmers' elevator at Crooks, S. D.

The contract for rebuilding the burned Van Dusen Elevator at De Smet, S. D., has been let.

The Farmers' Elevator Co. of Humboldt, S. D., has let the contract for the erection of an elevator.

The Farmers' Elevator Co. of Cooperstown, N. D., will build a 60,000-bushel addition to its elevator.

C. W. Bremer has torn down his old elevator at Bemis, S. D., and is erecting a new one on the same site.

A. A. Truax of Mitchell, S. D., has purchased an interest in the Sioux Grain Co.'s elevator at Vermillion, S. D.

The Verdon Farmers' Elevator Co., capitalized at \$10,000, has purchased the Marfield Elevator at Verdon, S. D.

The Sharp Elevator at Forestburg, S. D., which was wrecked by a tornado a short time ago, is being rebuilt.

The Cargill Elevator Co. has torn down its old elevator at Colfax, N. D., and is erecting a new one on the site.

The contract for the erection of a farmers' elevator at Wakonda, S. D., has been awarded and work commenced.

The Manfred Farmers' Elevator Co. has let the contract for the erection of a 30,000-bushel elevator at Manfred, N. D.

A. F. Clough, F. N. Dexter and G. H. Randall have purchased the Inter-State Elevator at Canova, S. D., and will operate it.

The new Atlantic Elevator on the Soo at Lansford, N. D., is completed and it is said that others will be built at that point.

Freeman Bros. have acquired the elevator in Aberdeen, S. D., recently owned and operated by the George C. Bagley Elevator Co., and will take



possession July 1. No wheat will be handled at this elevator, but it will be used for corn, oats, barley and spelt.

The Lyons Grain Co. of Lyons, S. D., has let the contract for a 25,000-bushel elevator, to be completed by July 15.

The Fingal Farmers' Elevator Co. has bought the Jacobson Elevator at Fingal, N. D., from the Royal Elevator Co.; consideration \$4,000.

Shaffer Bros. of Tripp, S. D., have purchased the elevators at Hull, Hartley and Chatsworth, Iowa, owned by A. A. Truax of Mitchell, S. D.

It is stated that the Anchor Elevator Co. will erect an elevator in the new town of Munich, N. D. This will make the fifth house at that point.

The Sullivan Lumber Co. has sold the elevator at Milbank, S. D., recently purchased from John Burgan, to Engle & McIntosh of Minneapolis.

The Farmers' Elevator Co. of Maza, N. D., recently voted to double the capacity of its elevator, and a 40,000-bushel annex will shortly be built.

The Northern Pacific Railroad Co. has ordered the Atlantic Elevator at Valley City, N. D., moved to make room for the erection of a roundhouse.

The Grover Farmers' Elevator Co. of Grover, S. D., has been incorporated with a capital of \$25,000. William Seipp is president and John Coplan, secretary.

The elevator at Hartford, S. D., known as the Truax & Betts Elevator and owned by A. A. Truax of Mitchell, S. D., which was burned recently, will be rebuilt at once.

The Enderlin Farmers' Elevator Co. of Enderlin, N. D., will erect a 50,000-bushel elevator as soon as a site on the Soo road is secured. The contract has already been let.

It is reported that the George C. Bagley Elevator Co. of Minneapolis will erect twenty-one new elevators in North Dakota on the Thief River Falls-Kennmare extension of the Soo.

The Farmers' Elevator Co. of Canton, S. D., has bought the Canton Grain Co.'s elevator and will take possession about July 1. Iver Nelson is president and John Johnson secretary of the Farmers' organization.

It is reported that the St. Anthony & Dakota Elevator Co. will not rebuild its elevator at St. Thomas, N. D., which burned April 1, but that the site has been secured by local parties, who will build an elevator.

E. J. McDermont and C. L. Broderson have bought J. H. Lockwood's elevator at Tunbridge, N. D. Mr. Broderson was formerly in charge of this house for Mr. Lockwood, but of late has been the manager of a farmers' elevator.

A. H. Betts of Mitchell, S. D., has bought the elevator at Armour, S. D., owned by Wait & Dana, and the one at Humboldt, S. D., owned by Sahs & Schievelheim. Mr. Betts will build a new elevator at Tripp, S. D., in place of the flat house formerly owned by Truax & Betts.

The Kensal Farmers' Elevator Co. is the style of the new co-operative organization at Kensal, N. D., which has purchased the Lahart Elevator. The company is capitalized at \$50,000 and will take over the elevator July 1. John Nihill is president and J. Pederson secretary.

James Whelan is making extensive improvements to his elevator at St. Thomas, N. D. The old warehouse has been torn down and a cribbed addition is being built to the elevator. New cleaning machinery and other improvements will be added to the equipment of the plant.

The stockholders of the recently chartered Grain Producers' Elevator Co. of Lakota, N. D., have elected J. M. Hartin president, and W. C. Fairbanks secretary-treasurer. The new organization has taken over the two elevators formerly owned by Mr. Hartin and will install a feed mill outfit.

At a recent meeting of Ramsey County, N. D., farmers at Devils Lake the Farmers' Elevator Co. was organized with a capital stock of \$100,000. The concern is a consolidation of the interests of several farmers' elevator companies, and a string of elevators will be built along the line of the Farmers' Grain and Shipping Co.'s railroad from Devils Lake to Rock Lake, N. D. The road is to be extended from Starkweather to Rock Lake this year. It is stated that an elevator will be built at each station and that the new elevator company will have its headquarters at Starkweather.

The New Riverside Elevator of the Benton Transportation Co. at Washburn, N. D., is now in operation. It is located on the bank of the Missouri River and has a marine leg. The house is equipped with modern machinery and operated by a 25-horsepower gasoline engine. Plans are being perfected for lighting the elevator and boat landing with electricity so the handling of grain may be carried on night and day when necessary. Construction work on the Washburn Grain and Feed Co.'s 25,000-bushel elevator and the new Ireys Ele-

vator at Washburn is being rushed and they will soon be ready for operation.

The South Dakota State Board of Railroad Commissioners have taken up the matter of securing an elevator site on the Milwaukee right-of-way at Platte, S. D., for the Charles Mix County Co-operative Co.

#### OHIO, INDIANA AND MICHIGAN.

W. S. Walls will erect an elevator in Clarkston, Mich.

A 50,000-bushel elevator is being built in Waterloo, Ind.

Bergenroth Bros. are building a modern elevator in Troy, Ind.

It is reported that a feed mill and elevator will be built in Elmore, Ohio.

Lyons & Light have purchased the Brook Grain Co.'s elevator at Brook, Ind.

Wilson & Kaufman have sold their elevator at Madison, Ohio, to C. C. Taggart.

Vent & Riddle are installing an improved Hall Distributor in their elevator at Sedalia, Ohio.

Oliver Klepinger of West Milton, Ohio, has purchased an elevator at Winchester, that state.

Thomas H. New of Greenfield, Ind., has bought the elevator at Gem, Ind., from James Albright.

The Winchester Milling Co. of Canal Winchester, Ohio, is erecting a steel storage tank for wheat.

Charles W. Jewell, a grain dealer of Hammond, Ind., has filed a voluntary petition in bankruptcy.

Farmers of Houston, Shelby County, Ohio, have formed a co-operative company to operate a grain elevator.

A. C. Burnet of Oakfield, Ohio, has bought J. A. St. John & Co.'s flour, feed and grain business at Niles, Ohio.

The Berne Hay and Grain Co. will erect a new elevator at Berne, Ind., to replace the one burned some time ago.

A. H. Rickert has bought C. S. Kerr's warehouse and grain and feed store in Newark, Ohio. Mr. Kerr will go West to regain his health.

G. H. Anderson & Co. are making extensive improvements to their grain elevator in Seymour, Ind., and installing some new machinery.

It is reported that Loughery Bros., millers, of Monticello, Ind., will erect a grain elevator in Idaville, Ind., on the site of their old warehouse.

A. H. Judy and A. W. Weimer & Son have purchased an elevator in Greenville, Ohio, and will operate it under the style of the Judy & Weimer Grain Co.

A. D. Toner will at once rebuild his grain elevator at Kewanna, Ind., which burned on May 27. He is now conducting his business from a temporary office.

John Parr has purchased J. S. Osgood's interest in the elevator and grain business of L. G. McKnight & Co. at St. Johns, Mich., and the firm name has been changed to McKnight & Parr.

Cincinnati, Ohio, advises state that the officials of the Interstate Grain Co. have under consideration the erection of a 50,000-bushel grain elevator in that city. The company operates a line of country elevators.

J. & S. Emison are building a frame addition to their Elevator A at Vincennes, Ind., for the storage of corn. The firm operates flour and hominy mills in Vincennes and the corn storage capacity of the plant has been inadequate.

J. A. Resler of Caledonia, Ohio, writes that he will engage in the grain business. He wants plans and estimates for a small country elevator. He is also in the market for second-hand grain-cleaning machinery in good condition.

A report from Judyville, Ind., states that George R. Smith will erect a grain elevator on his farm near that place, at the intersection of the new Indiana Harbor Railway and the 'Frisco road. It is also likely that a town will be founded.

The Hoover Grain Co. of Marion, Ohio, has been incorporated with a capital of \$5,000, to deal in grain, seed, hay, feed, flour, fuel, etc. L. J. Smith, J. N. Rexroth, W. A. Lucas, J. K. Leeper, J. W. Burtfield and E. N. Briggs are the incorporators.

Cohee & Jenkins have taken possession of the elevator at Lebanon, Ind., recently purchased from H. C. Clark, and the mill and elevator at Whites-town, Ind., purchased from J. W. Witt. The flour milling machinery has been removed from the mill and it will now be used for grain storage.

A new grain company has been organized in Decatur, Ind., with a capital of \$25,000 and will build and operate an elevator. The promoters are Barney Kalver & Son, experienced grain men, who have been connected with the Nihlick Co. The largest holder of stock in the new company is the firm of S. Bash & Co. of Fort Wayne, who has subscribed \$10,000 of the capital. The new elevator will be

located alongside the tracks of the Chicago & Erie Railroad. A representative of Bash & Co. will have charge of the house, while Kalver & Son will do the street buying.

E. C. Astley & Son have traded their grain elevator in Grand Ledge, Mich., to J. H. Walsh for his implement business at that place. The new owner will continue the grain and bean business. The project for an elevator at Grand Ledge, to be built by farmers and business men, has been abandoned.

The Early & Daniels Co. of Cincinnati, Ohio, was recently notified by the quartermasters' department, U. S. Army, that it had been awarded nine out of the thirteen contracts for furnishing grain, etc., for the Department of the Gulf. The contracts aggregate \$250,000 and are for 9,260,000 pounds of hay, 3,234,500 pounds of oats, 208,000 pounds of straw, 51,000 pounds of bran and 17,000 pounds of corn. The greater part of the forage goes to Fort Oglethorpe, Ga.

The United Grain Co. of Toledo, Ohio, has transferred to the C. L. Maddy Co. seven grain elevators in the northern part of Wood County, that state. The houses are located at Perrysburg, Lima City, Dowling, Stony Ridge, Moline, Millbury and Luckey. All but the last two were owned by the United Grain Co. These were leased from railway companies. The consideration in the transaction was \$50,000. The C. L. Maddy Co. is composed of Edward Churchill and C. L. Maddy, both of Perrysburg. Headquarters will be established in Toledo with Mr. Churchill in charge. Mr. Maddy will remain at Perrysburg and have charge of the line of houses.

J. W. Witt, formerly of Whitestown, Ind., has taken possession of the elevator in Lebanon, Ind., purchased a short time ago from A. D. Morris & Son, and is now operating it. This elevator is located near the Big Four Railroad and was built about 25 years ago by J. D. Alexander. Since he sold it in 1888 it had changed hands a number of times before coming into the possession of Mr. Witt. This house is known as Elevator A. Mr. Witt has about completed his new elevator in Lebanon on the site of the old Globe Mills and it will be known as the Globe Elevator. The main building is 36x60 feet, with an office addition 14x36 feet and a large engine room. This has a cement floor and will contain a 25-horsepower gasoline engine. The cupola is 24 feet square and 20 feet high. The new elevator will have a capacity of 20,000 bushels and will be equipped with modern machinery, including a Barnard & Leas Corn Cleaner, Western Corn Sheller, feed mill, three Fairbanks Scales and a 500-bushel hopper scale. In the basement, 36x40 feet, are the line shafts and elevator boots. Elevator A is 40x60 feet, with additions 20x30 and 12x50 feet respectively. It has a capacity of 16,000 bushels and is equipped with improved machinery, including a feed mill outfit, sheller, cleaner and platform, wagon and hopper scales. This elevator is operated by a 12-horsepower steam engine.

#### SOUTHERN AND SOUTHWESTERN.

A 15,000-bushel elevator is now in course of erection at Frederick, Okla.

B. Reinsch & Co., hay and grain merchants at Stuttgart, Ark., have dissolved.

Two elevators and a cotton gin are being built in the new town of Byers, Texas.

The Farmers' Union Elevator Co. of Iowa Park, Texas, has incorporated with a capital stock of \$10,000.

The Canyon City Hardware and Grain Co. of Canyon, Texas, is succeeded by the Canyon Hardware Co.

The new 25,000-bushel grain elevator of the Southern Star Roller Mills at Perryville, Ky., is completed.

The Ponca City Milling Co. of Ponca, Okla., has bought C. M. Hoss' elevator and grain business at Ralston, Okla.

The corporate name of the Pawnee Mill Co., Pawnee, Okla., has been changed to Pawnee Mill and Elevator Co.

The new elevator and steel storage tank of the Yukon Mill and Grain Co. at Yukon, Okla., are nearing completion.

The Cox-Campbell Grain Co., recently incorporated at Fort Worth, Texas, will, it is announced, erect several small elevators.

The South Texas Grain Co. is rebuilding its mill and elevator at Houston, Texas, which were destroyed by fire last December.

The Farmers' Federation Elevator Co. has been organized at Cherokee, Okla., with a capital of \$10,000 and will build an elevator.

The Paris Milling Co. of Paris, Tenn., is erecting two steel storage tanks near its present warehouse. The tanks will hold 30,000 bushels of grain and will each be 25 feet in diameter and 40 feet



high. When they are completed the storage capacity of the plant will be increased to 70,000 bushels.

The Prosper Mill and Elevator Co. of Prosper, Texas, has sold its plant to the Burrus Mill and Elevator Co. of Fort Worth, Texas.

The Doggett Grain Co. of McKinney, Texas, will build a 40,000-bushel elevator in Fort Worth, Texas, on the site of the burned Sanger Elevator.

The El Reno Mill and Elevator Co. of El Reno, Okla., has sold its elevator at Minco, I. T., to R. M. Johnson, who will engage in the grain business.

The plant of the Columbia Mill and Elevator Co. at Columbia, Tenn., is shut down for a general overhauling, preparatory to handling new crop wheat.

The Greenville Mill and Elevator Co. of Greenville, Texas, has filed an amendment to its charter, increasing its capital stock from \$50,000 to \$75,000.

W. C. Heath has purchased for the Victor Grain Co. of Wichita Falls, Texas, the line of elevators on the Denver road owned by E. R. and D. C. Kolp of Fort Worth, Texas.

R. H. Molden has been advertising for bids for the construction of a 15,000-bushel grain elevator, with 1,000-bushel dump and a 6-horsepower gasoline engine, at Okeene, Okla.

The W. O. Womack Milling Co. of Whitewright, Texas, which owns and operates a mill at Savoy, Texas, will erect two large steel storage tanks at that place. The contract has been let.

It is announced that the Port Bolivar City Co., which owns the townsite of Port Bolivar, Texas, and controls much of the adjoining land, is negotiating for the location of a grain elevator upon its property.

The Rock Island Railway will build a pier on its property in Galveston, Texas, near the Southern Pacific docks, and spend not less than \$1,500,000 in terminal improvements. A 1,000,000-bushel elevator will be erected.

The Clarksville Warehouse and Elevator Co. has filed articles of incorporation at Clarksville, Tenn., with a capital of \$50,000. J. P. Dunlop, E. C. Morrow, J. A. Boillin, J. M. Neblett and Thomas Binns are the incorporators.

The organization of the Everybody's Gin, Mill and Grain Co. at Chickasha, I. T., has been completed and officers elected. The company is capitalized at \$15,000 and will operate a cotton gin and deal in grain and cotton.

The Higgins Gin Co. has been chartered at Higgins, Texas, with a capital of \$5,000 to build and operate gins, mills and grain elevators. W. F. Pugh, A. M. Winsert, W. D. Clark, J. P. Hartfield and W. O. Barton are the incorporators.

The Nashville Warehouse and Elevator Co. of Nashville, Tenn., has taken out a building permit for the erection of its new 250,000-bushel concrete elevator and warehouse, the contract for which was recently awarded to the MacDonald Engineering Co.

The Ryman Warehouse and Elevator Co. of Nashville, Tenn., whose plant was partially destroyed by fire on March 31, will increase its capacity to 40,000 bushels. New elevating and conveying machinery will be installed and the present gas engine will be replaced by steam power.

A site has been secured for the new Farmers' Exchange Elevator at Medford, Okla., and construction work is now in progress. The building is located on the Santa Fe switch, near the Medford Supply Co.'s elevator, and is of cribbed construction. This makes the third elevator at Medford.

It is announced that the recently chartered Robb-Bort Grain Co. will erect a 40,000-bushel steel elevator at Kingfisher, Okla., for which contracts have been let. The main office of the company is at Wichita, Kan., and the officers are: President, William F. Bort; vice-president, W. W. Boffsinger; secretary and treasurer, John F. Bort.

Harsh Bros. & Co., grain dealers at Nashville, Tenn., will erect a large grain elevator on a site adjoining their present Merchants' Warehouse and Elevator in that city. The new house will be modern in construction and equipment, being arranged for the rapid handling of grain. A double track will be built to the elevator and cars can be unloaded on both tracks at the same time. On the opposite side of the building a wagon dump will be built. A large hopper scale will be included in the equipment of the plant.

Hill & Webb, who for a number of years have conducted a wholesale and retail grain and fuel business in McKinney, Texas, and operated a large elevator there, have dissolved partnership. The business will be continued by Ben Hill and Conant M. King under the firm name of Hill & King. Mr. King was formerly connected with the Collin County Mill and Elevator Co. of McKinney, and more recently with the Burrus Mill and Elevator Co. of Fort Worth, Texas. J. W. Webb, the retir-

ing member of the old firm, will engage in the grain business at Greenville, Texas, and has commenced the erection of a large elevator. He will continue to reside at McKinney.

The Patton-Hartfield Co., wholesale grain dealers at Memphis, Tenn., will erect a 50,000-bushel grain elevator this fall. If possible the elevator, which will cost between \$15,000 and \$20,000, will be built on land adjacent to the present plant of the company at Maple Avenue and the Illinois Central Railroad. About two and a half acres of ground will be required for the elevator, as there must be room for at least twenty cars. On this account it may not be practicable to build on the present location, in which event the company may decide to move to the outskirts of the city.

Elevator E, at the Stuyvesant Docks, in New Orleans, La., is rapidly nearing completion, and it is expected by Illinois Central officials that it will be ready for the handling of grain by the end of the present month. It is also announced that the entire work of reconstructing the great terminals, including the completion of Elevator D, would be completed by September 1, provided no unexpected obstacles present themselves. The only delay anticipated is in the erection of the steel conveyors for Elevator D. The steel for this work cannot be delivered before July 1. It is expected by the Illinois Central officials and the contractors that the first elevator will be in operation four months from the time it was burned, and that the entire plant will be running six months from the date of its destruction.

#### MISSOURI, KANSAS AND NEBRASKA.

F. H. Hoerman has sold his grain business at Linn, Kan.

It is reported that an elevator will be built in Purcell, Mo.

The Blair Milling Co. of Atchison, Kan., will erect an elevator.

J. N. McNees is reported about to erect an elevator at Lamonte, Mo.

The Jackson Milling Co. is reported building an elevator at Fruitland, Mo.

J. S. Hart of Randall, Kan., has bought an elevator at Jamestown, that state.

T. V. Brown is building a 15,000-bushel elevator at Kiowa, Kan., on the Santa Fe road.

The new farmers' elevator at Goehner, Neb., will be ready for operation about July 1.

The Walton Grain Co. has been chartered at Coffeyville, Kan., with a capital of \$6,000.

George Glosemeyer succeeds Schulze & Glosemeyer in the grain business at Peers, Mo.

The Farmers' Grain and Stock Co. of Hooper, Neb., is erecting coal sheds near its elevator.

It is reported that a stock company is being formed to build a grain elevator at Chamois, Mo.

Stem & Lance, millers at Cape Girardeau, Mo., are building a 40,000-bushel steel storage tank for grain.

A company has been organized at Savannah, Mo., with a capital of \$20,000, to build a mill and elevator.

The Boone County Milling and Elevator Co. is erecting a 60,000-bushel grain elevator in Columbia, Mo.

The Terwilliger & Dwight Elevator Co. is reported to have bought Frank Weible's elevator at Winside, Neb.

Committees are soliciting subscriptions of stock for the erection of the proposed farmers' elevator at Pickrell, Neb.

F. A. Wright & Sons have purchased the grain and coal business of J. J. Van Buskirk & Co. at Frederick, Kan.

The new elevator of George E. Johnson at North Loup, Neb., is being equipped with an improved Hall Distributor.

Blythe & Patton's new elevator at Blue Springs, Neb., which replaces the one burned some time ago, is completed.

F. A. Sisson has bought E. G. Scoville's elevator and grain business at Stoddard, Neb., and will take possession July 1.

William Campbell of Courtland, Kan., has sold his interest in the Oneonto Elevator and retired from the grain business.

E. C. Waters has sold his interest in the grain, seed and live stock business of Coontz & Waters at Vandalia, Mo., to Charles Heim.

The Cannon-Weiner Elevator Co. has made arrangements to erect a modern 20,000-bushel elevator on the site of its old one in Butler, Mo.

The Garfield Farmers' Co-operative Co. is the style of the new organization at Garfield, Kan., which has bought Polson Bros.' mill and elevator. The company is capitalized at \$5,000 and has applied for a charter. The temporary officers are:

President, W. H. Price; secretary, Frank Ware; treasurer, W. Porteous.

The Moundridge Milling Co. of Moundridge, Kan., has torn down its old elevator at Elyria, Kan., and is erecting a new 10,000-bushel house on the site.

The Missouri Pacific Railway Co. has granted the request of the promoters of the co-operative elevator company of Jamestown, Kan., for a side track.

E. H. Hasenwinkle will make extensive improvements to his elevator at Hughesville, Mo. The capacity will be increased and a new engine installed.

H. H. Fair will be manager of the new elevator to be erected in Sharon, Kan. It is said that the farmers may also build a co-operative elevator in Sharon.

The Farmers' Grain Co. of Miller, Neb., is trying to secure sufficient subscriptions of stock to build an elevator. A scoop-shovel business is being done at present.

The Farmers' Grain and Stock Co. of Prosser, Neb., has been chartered with a capital stock of \$30,000. T. S. Wynn, J. L. Kent and others are incorporators.

The Alexander Milling Co. of Winfield, Kan., has bought the elevators at that place and Oxford, Kan., owned by E. Lamont. The consideration was \$10,000.

T. O. Gibson of Hartford, Kan., who recently bought the elevator near the Santa Fe depot in Burlington, Kan., will move the structure to Hartford and improve it.

A 25,000-bushel addition is being built to the Halstead Milling and Elevator Co.'s elevator in Halstead, Kan. This will increase the storage capacity to about 175,000 bushels.

The Farmers' Shipping Co. of Bartley, Neb., has been granted a charter with a capital of \$10,000. It is said that an elevator will be built. A. N. McElroy is one of the promoters.

The New Era Milling Co. of Arkansas City, Kan., has bought the elevator at Peckham, Okla., formerly owned by Stephenson Bros., but more recently by a farmers' organization.

The Farmers' Elevator Co. is the style of the new organization at Bennington, Kan., which will build a co-operative elevator. H. D. Miller is president and John Perry secretary.

Pearl M. Jewett of Carthage, Mo., is erecting a 30,000-bushel steel storage tank and a 16,000-bushel frame elevator in La Russell, Mo. R. C. Stone of Springfield, Mo., has the contract.

The Douglas County Elevator Co. has been organized to build and operate an elevator at Bennington, Neb. Fred Longemann is president of the company and Justus Stiennert secretary.

The I. & M. Grain Co. has been making important improvements to its elevator at Alexandria, Mo., preparatory to handling the new crop. A new engine and boiler and a large corn sheller have been installed.

The Lebanon Farmers' Co-operative Association of Lebanon, Neb., has been incorporated with a capital of \$20,000. Grain and live stock will be handled on the co-operative plan. E. M. Bennington is secretary.

The Conrad Grain and Elevator Co. of Wood River, Neb., has filed articles of incorporation with a capital stock of \$15,000. The incorporators are George W. and S. E. Conrad, Emil Thelen and Fred W. Ashton.

A flour mill and elevator to cost \$100,000 will be erected in Kearney, Neb., by the Westbrook-Gibbons Grain Co. of Omaha, Neb. The new plant will be located near the site of the present Westbrook-Gibbons Elevator.

The Beall Grain Co. has decided to rebuild its Diamond Elevator at Kansas City, Mo., which was burned on June 3. The new plant will consist of a working house and seven 30,000-bushel tanks. It will cost about \$50,000.

The Younglove & Boggess Co. of Mason City, Iowa, has just closed a contract with the Sutton Farmers' Grain and Stock Co. of Sutton, Neb., for a 20,000-bushel elevator to replace the one burned at that point recently.

The Imboden Milling Co. of Wichita, Kan., has let the contract for the erection of a 40,000-bushel steel storage tank, 40 feet in diameter and 40 feet high, near its 300-barrel mill in that city. The present storage capacity of the plant is 25,000 bushels.

The Shellabarger Mill and Elevator Co. of Salina, Kan., of which D. S. Shellabarger of Decatur, Ill., is president, will erect a line of elevators in western Kansas along the line of the Union Pacific Railway. Contracts for two of these houses have been let, one at Walker and the other at Victoria, Kan. The locations of the other new elevators have not been announced, but it is said that one of them may be built at Wilson, Kan. The Shella-



barger Mill at Salina has a daily capacity of 1,200 barrels and the elevators are to be feeders for this plant.

The R. C. Stone Milling Co. of Springfield, Mo., is erecting two steel tank elevators, a warehouse and feed mill in Monett, Mo. The grain tanks will each be 45 feet high, the warehouse 26x40 feet in dimensions and the feed mill three stories high, 24x26 feet.

A building permit for the new 500,000-bushel Maple Leaf Elevator of the Chicago Great Western Railway Co. in Kansas City, Kan., was issued on June 2. Work on the new structure is well under way and it is expected to be completed about September 1.

The Rock Milling and Elevator Co. of Hutchinson, Kan., is building a 10,000-bushel elevator at Grigsby, Kan., and one of 12,000 bushels' capacity at Pretty Prairie, Kan. The company has also purchased Edwards & Son's 12,000-bushel elevator at Castleton, Kan.

The Rushville Grain and Elevator Co. has been incorporated with a capital stock of \$3,500 to build and operate a 10,000-bushel elevator on the Burlington right-of-way at Rushville, Mo. The stockholders are: L. C. Burnes, S. F. Nave, Arch Cooper and Edwin M. Spencer.

The Owen Grain and Milling Co. of Brunswick, Mo., has been chartered with a capital of \$8,000, all paid. The incorporators are: W. H. Owen of Granville, Ohio; Martha L. Davis and Edna P. Owen of Reno, Nev.; Charles F. Owen, Walter S. Owen, Claude M. Owen and Edward G. Owen.

The Farmers' Grain Co. has let the contract for the erection of 15,000-bushel grain elevators at Pleasanton and Amherst, Neb. Both houses will be equipped with Hall Distributors. Work on the elevators will be rushed so as to have them completed by the time the new crop is on the market.

The Great Northern Mills will erect a new elevator and warehouse adjoining its plant in Hartington, Neb. The elevator will be 20x36 feet and 54 feet high, with a storage capacity of 20,000 bushels. The warehouse is to be used for the storage of bran and shorts and will be 24x36 feet and 10 feet high.

The Farmers' Grain Co., with C. Vincent, T. J. Quail, J. W. Wylie, J. E. Harris and Rufus M. Pierce, as incorporators, has been chartered at Omaha, Neb., with a capital of \$250,000. While the principal office will be in Omaha branches will be maintained at other points to handle grain, live stock, produce and fuel.

The loss on the South Park Elevator Co.'s grain elevator in St. Joseph, Mo., which was partially wrecked by a windstorm some weeks ago, has been adjusted at \$3,500. At the time of the tornado about fifty feet of the upper part of the structure was blown off. The damage has been repaired and the elevator is now nearly ready to receive grain.

An elevator addition is being built to the old McDermid Mill at Careytown, near Hutchinson, Kan., on the Rock Island road, by the Rock Island Grain Co., a subsidiary company of the Kansas Grain Co. The old mill and elevator are being enlarged and an extensive addition built. When the work is completed the storage capacity of the plant will be about 50,000 bushels.

Articles of incorporation of the Union Elevator Co. of St. Joseph, Mo., were filed for record on June 3. The company will carry on a general grain business and is capitalized at \$25,000, divided into 250 shares. The shareholders and board of directors are as follows: A. J. Brunswick, St. Joseph, 124 shares; C. G. Benton, Kansas City, 124 shares; E. T. Jones, St. Joseph, 1 share; George W. Groves, St. Joseph, 1 share.

The L. L. Coryell Grain Co. has filed articles of incorporation at Auburn, Neb., with a capital stock of \$25,000. The incorporators are L. L. Coryell, George Coryell and James Peterson. The new company succeeds L. L. Coryell at Auburn and Mr. Peterson at Glen Rock, Neb. The company has secured sites and will erect elevators at Julian, Johnson and Talmage, Neb. It is said that elevators will probably also be erected at Brock and other points.

It is now announced that another large grain elevator will be built in Omaha, Neb. Claude Dye, a banker of Tabor, Iowa, is said to be at the head of the company which proposes to build the new house. The Crowell Lumber and Grain Co., with headquarters at Blair, has, as already announced, bought a site in the north part of the city for an elevator of 200,000 bushels' capacity. The two largest elevators now being built in Omaha are those of the Independent Elevator Co. and the Updike Grain Co. The former is being built on the grain terminals tract and the latter in South Omaha. These elevators will each have a capacity of 1,000,000 bushels and will be completed this fall. Merriam & Holmquist and J. F. Twamley, Son & Co. each bought sites last year for new elevators. The Nebraska-Iowa Grain Co.'s elevator

at Gibson is the first of the new elevators to be completed.

The board of directors of the St. Louis Merchants' Exchange on May 16 accepted and approved the bond of the Southern Elevator Co., proprietor of the McReynolds Elevator C in East St. Louis, and declared that house regular under the rules of the Exchange.

#### CANADIAN.

New elevators are being built at Balcarres and Abernethy, Assa.

Peter Richardson has sold his grain business at Aylmer, Ont., to Harris & Vail.

H. E. Waller will build an elevator at Pleasant Point, Man. The contract has been let.

The Abernethy Farmers' Elevator Co. of Abernethy, Assa., has been granted a charter.

T. W. Lyster has sold his flour and feed business at Abernethy, Assa., to a Mr. Minnermon.

S. P. Hodgson of Swan Lake, Man., has let the contract for a 30,000-bushel grain elevator and a 100-barrel flour mill.

The recently chartered Turtle Mountain Milling Co. of Boissevain, Man., capitalized at \$100,000, has let the contract for a 50,000-bushel elevator and 300-barrel flour mill.

Alexander & Law Bros., merchant millers at Brandon, Man., have let the contract for two 30,000-bushel grain elevators to be erected on the line of the Arcola & Regina Railroad.

The steel and concrete grain tank which the Brackman-Kerr Milling Co. will erect at Strathcona, Alta., this summer, will have a capacity of 80,000 bushels and cost about \$19,000.

Leitch Bros., merchant millers at Oak Lake, Man., recently invited tenders for the erection of a grain elevator and warehouses in Winnipeg, Man. The buildings are to be of steel and reinforced concrete construction.

John Lineham of Okotoks, Alta., has let the contract for the erection of a 30,000-bushel elevator at Ponoka, Alta. This is the first of a number of elevators Mr. Lineham proposes building in Alberta in the near future.

At the recent adjourned annual meeting of the Montreal Grain Elevating Co., held in Montreal, Que., the old board of directors was unanimously re-elected. These are: A. T. Paterson, Alexander Macdougall, R. Reford, Thomas A. Crane and Bartlett McLennan.

At a meeting of the directors of the Farmers' Elevator Co. of Cartwright, Man., a dividend of 20 per cent was declared. The company handled about 100,000 bushels of grain during the season of 1904-05. Some improvements to the company's property will be made this year.

It is announced that the Canadian Pacific Railroad Co. intends to erect large elevators at Victoria Harbor, Ont., its newly selected terminus on the Great Lakes, from which point there will be all-rail transportation to Montreal. The new route will save 150 miles of rail haulage compared with Owen Sound.

The Boharm Elevator and Trading Co., Ltd., has invited tenders for the erection of a 50,000-bushel grain elevator at Boharm, Assa. It is to be equipped with cleaning machinery, dump, shipping and receiving scales, etc., and operated by a 20-horsepower gasoline engine. John A. Sheppard of Moose Jaw, Assa., is secretary.

The Calgary Milling Co. of Calgary, Alta., will erect a 135,000-bushel elevator and a 1,000-barrel flour mill. The present mill will be used for the manufacture of oatmeal when the new plant is completed. W. B. Lewis of Brandon, Man., is the architect. The mill will cost \$80,000 and the elevator \$20,000. The mill is to be completed by January 1, 1906, and the elevator by October 25 of this year. The contract has been let.

Work on the new 1,000,000-bushel elevator of the Grand Trunk Railway Co. at Windmill Point, Montreal, Que., is progressing rapidly and it is expected to be completed and ready for operation by the end of the summer. When this house is completed the total grain storage capacity at Montreal will be about 4,160,000 bushels. The new G. T. R. Elevator will be the largest in the city and will be equipped with the most improved grain-handling machinery. The John S. Metcalf Co. of Chicago is the contractor.

The Western Canada Flour Mills Co., Ltd., comprising the A. Kelly Milling Co. of Brandon, Man., and the Lake Huron and Manitoba Milling Co. of Goderich, Ont., will erect a 500,000-bushel grain elevator, a 4,000-barrel flour mill and a warehouse, capable of holding 60,000 barrels of flour, in the vicinity of Winnipeg, Man. A line of new elevators throughout Manitoba will also be erected. These, with the twenty-six already in operation, which the new company acquires, will give a grain storage capacity of 2,500,000 bushels. The new organization will have a total milling capacity of

6,500 barrels of flour and 200 barrels of oatmeal a day. The manufacture of salt at Goderich will also be continued. The present output of this plant is 200 barrels a day. The new company has a capital stock of \$1,500,000, fully paid up. The officers are: President, A. Kelly; vice-president and general manager, S. A. McGaw; treasurer, J. Barclay; secretary, Arthur Hills.

The Grand Trunk Railway Co. has let the contract for a 1,000,000-bushel grain elevator to be built near Midland, Ont. It will cost about \$500,000. The elevator will be situated about four or five miles from the town. What is considered an excellent site has been chosen, and the contracts call for the completion of the elevator in time for storage of this year's grain crop. Deep water harbor advantages and the direct connection of the G. T. R. with Midland and Montreal have induced the company to select a point near its terminus on Georgian Bay.

Concerning the Canadian Pacific Railway Co.'s new elevator at Fort William, Ont., a recent dispatch says: "The final tests of the new grain elevator plant of the Canadian Pacific road here have just been successfully made and the plant is now ready for the reception of wheat. This is said to be the largest grain storage on the American continent, and, therefore, in the world, for nowhere else is grain storage carried to such totals as in America. This new plant will be able to unload and store 38,000 bushels per hour, for twenty-four hours each day, and to load into ships at the same time at the continuous rate of 100,000 bushels per hour. This handling speed is no greater than that of several plants at Duluth, but the storage of the new house is greater than any combined property, being 6,000,000 bushels. With this elevator from seven to eight vessels of the usual Canadian size might be loaded per day. The total grain storage of the two Canadian ports here, Fort William and Port Arthur, has risen in the past three years from about 5,000,000 bushels to the important figure of 14,500,000 bushels. Part of this is due to the new Canadian Northern road, whose terminals are at the former city, and which has a 5,000,000-bushel plant there, and part to the Canadian Pacific, whose terminals are here. The two towns are contiguous, their boundaries touching. These two towns are to-day the chief exporting grain ports of the North American continent, and will probably continue so."

#### IOWA.

Simeon Teter is erecting an elevator in Cantril, Iowa.

The Thorpe Elevator Co. is building an elevator at Hinton, Iowa.

C. H. Cooper & Son have remodeled their elevator at Hancock, Iowa.

Maynard, Iowa, farmers are trying to organize a co-operative grain company.

George Ridgeway will build an elevator near the Milwaukee depot in Plymouth, Iowa.

Wormer & Wormer succeed John F. Wormer in the grain business at Center Point, Iowa.

A company is now being organized at Clare, Iowa, to build a co-operative grain elevator.

The J. H. Hamilton Co. is building a new elevator, office and engine room at Modale, Iowa.

The Farmers' Grain and Coal Co. of Pocahontas, Iowa, has been chartered with a capital of \$10,000.

The Western Grain Co. has erected a new office near its elevator at Manson, Iowa, and installed a new scale.

Farmers have purchased and will operate the elevator at Swaledale, Iowa, formerly owned by Burgess Carr.

The Bosch-Ryan Grain Co.'s new elevator and malting plant in Cedar Rapids, Iowa, will be completed about August 1.

The old Terwilliger & Dwight Elevator at Hornick, Iowa, is being torn down and a new one will be erected on the site.

H. K. Eggish has sold his elevator at Sioux Center, Iowa, to E. Van der Berg, who is at present manager of the Thorpe Elevator there.

The Younglove Construction Co. of Mason City, Iowa, has closed a contract to erect a 12,000-bushel elevator at Chatsworth, Iowa, for Frank Wakeman.

The Interstate Elevator Co. has been making repairs to its elevator at Linn Grove, Iowa. An addition to the office has been built and a new scale platform put in.

The Jolley Farmers' Elevator Co. of Jolley, Iowa, has been chartered with a capital of \$2,500. A committee is negotiating with the C., M. & St. P. for an elevator site.

The Farmers' Elevator Co. of Barnum, Iowa, has completed its organization and elected John Hagens president. An elevator will be built on the Illinois Central right-of-way and the company will probably handle coal, and live stock in connection



with the grain business. It will have a capital of \$20,000.

It is announced that the Farmers' Elevator Co. of Sloan, Iowa, will build an elevator. About \$9,000 has been subscribed.

A co-operative grain and live stock company has been organized at Slater, Iowa, with a capital of \$4,000. If one of the local elevators cannot be purchased the farmers expect to build one.

The Younglove & Boggess Co. of Mason City, Iowa, has closed a contract at Klemme, Iowa, for the overhauling of the barns and elevator of William Sampson on his farm near that place.

S. F. Miller's new elevator at Shellsburg, Iowa, is completed and ready for operation. It is located on the Rock Island Railway and has ten bins, each with a capacity of 1,450 bushels, and four smaller bins.

W. H. Bickel & Co. have purchased Burke Bros.' elevator at Vinton, Iowa, and takes possession June 15. The sale was made on account of the ill health of Frank Burke, who had the management of the business.

The elevators at Ware, Palmer and Manson, Iowa, were included in the line of houses along the Sibley-Gowrie division of the Rock Island Railway recently purchased from the Chicago Grain and Coal Co. by the Wheeler Grain and Coal Co. of Laurens, Iowa. Possession was given June 1. The Wheeler Co. will move its general offices to Fort Dodge, Iowa.

The thirty-five stations of the Chicago Grain and Elevator Co. in Iowa, owned by the Charles Counselman Estate, have been put on the market by the executors. At first an attempt was made to sell out the entire line of houses to one of the established grain companies, but this plan did not succeed from the fact that most of the Iowa companies now have stations at one or more points where the Chicago company is interested. As a result the stations are being sold in lots or one at a time. So far none of the line house companies or firms have made purchases. Most of the houses are going to local men who will conduct single stations. The sale of the property in this manner will bring about the dissolution of one of the oldest line house systems in the state. The Counselman houses were established thirty years ago and until the death of Charles Counselman were operated continuously under one management. They are located principally on the Rock Island and the Minneapolis & St. Louis roads.

#### MINNESOTA AND WISCONSIN.

H. O. Junkman is building an elevator at Belleville, Wis.

The Benson Grain Co. has closed its elevator at Hadley, Minn.

Taylor Bros. are reported building an elevator at Lake Benton, Minn.

The elevator at Halma, Minn., has been reopened with N. J. Parsons as buyer.

The Hubbard & Palmer Co. has bought the Allison Elevator at Adrian, Minn.

The Springfield Milling Co. has closed its elevator at Milroy, Minn., until August 1.

Farmers around Wanamingo, Minn., are organizing to build a co-operative elevator.

Some improvements have been made to the Amenia Elevator at Brooten, Minn.

The Bingham Elevator at Evan, Minn., is closed until the new crop is on the market.

The Woodworth Elevator Co. of Minneapolis has increased its capital stock to \$250,000.

Farmers and business men of Argyle, Minn., are organizing a co-operative elevator company.

The Northwestern Elevator at Danvers, Minn., has been undergoing alterations and repairs.

J. Hansen of Viborg, S. D., has bought the Corson Grain Co.'s elevator at Eden Valley, Minn.

J. J. Christy has bought the elevator at Westbrook, Minn., formerly owned by Reinke Bros.

The Monarch Elevator Co. is rebuilding its elevator at Dumont, Minn., which burned April 28.

The St. Anthony and Dakota Elevator Co. will shortly reopen its elevator at Wolverton, Minn.

A new dump scale has been installed in the Woodward Elevator Co.'s house at Sedan, Minn.

It is rumored that the Crown Elevator Co. will erect an elevator at Dumont, Minn., this summer.

The elevator at Norman, Minn., is to be moved to Emmons, Minn., as soon as side tracks are put in.

A stone foundation is being placed under the New Richmond Roller Mills Co.'s elevator at Cylon, Wis.

The Northland Trade Co., capitalized at \$30,000, has been incorporated at St. Paul, Minn., to deal in grain, live stock, etc. The incorporators are: J. C. Dunn, St. Paul; F. S. Bull, Helena, Mont.;

J. F. Spicer, Crookston, and Elmer E. Jones, Mankato, Minn.

The Farmers' Elevator Co. of Alpha, Minn., has been granted an elevator site on the Milwaukee road.

A new roof has been placed on the elevator on the Great Northern right-of-way at Breckenridge, Minn.

Mower County, Minnesota, farmers may build a co-operative elevator and coal sheds at Austin, that county.

The Milroy Farmers' Elevator Co. of Milroy, Minn., has been granted a site and will build an elevator.

The Skewis-Moen Elevator Co.'s house at Brewster, Minn., is closed and will not be reopened until August.

It has been decided to build a farmers' elevator at Kerkhoven, Minn., and a committee is soliciting subscriptions.

Harry English & Co. are building a stone foundation and basement under their elevator at Zimmerman, Minn.

The Farmers' Elevator Co. of Delft, Minn., will rebuild its elevator which burned last fall. B. Klassan is president.

The Imperial Elevator Co. will build a number of elevators on the new railway extension west of Thief River Falls, Minn.

Lester Prairie, Minn., business men and farmers are organizing a stock company to buy and operate one of the local elevators.

The Western Elevator Co. of Winona, Minn., has torn down its building at Dover, Minn., and shipped the lumber to another station.

The Springfield Farmers' Elevator Co. has about completed its new elevator on the old Van Dusen Elevator site in Springfield, Minn.

The Milan Co-operative Farmers' Elevator Co. is negotiating with the C., M. & St. P. Railway Co. for an elevator site in Milan, Minn.

The Long Prairie, Minn., branch of the Farmers' Exchange has completed arrangements for the erection of a 20,000-bushel elevator.

The Edgerton Farmers' Elevator Co. of Edgerton, Minn., has incorporated with a capital stock of \$50,000. An elevator will be built.

The Farmers' Elevator Co. of Georgetown, Minn., has filed articles of incorporation. W. A. Stein is president and T. S. Nelson secretary-treasurer.

The Farmers' Co-operative Association of Lake Benton, Minn., has taken over the elevator and business of the Lake Benton Co-operative Elevator Co.

The Beaver Creek Elevator Co. has been chartered at Beaver Creek, Minn., with a capital of \$25,000. B. M. Pengra is president and J. S. Crawford secretary.

The Inter-State Elevator at Grove City, Minn., of which L. J. F. Schmidt was manager for several years, has been reopened under the management of Charles Peterson.

Mattson & Olson, dealers in grain, flour, feed, etc., at Washburn, Wis., have dissolved partnership. Louis Mattson will continue the business, Peter M. Olson retiring.

The New Richmond Roller Mills Co. of New Richmond, Wis., has moved a portion of the old Wells & Mulrooney Elevator to its other elevator and will use it as an annex.

The Western Elevator Co. has torn down the two warehouses at Weaver, Minn., recently purchased from the American Malting Co., and will erect an elevator on the site.

The New London Milling Co. of New London and Willmar, Minn., has bought the Imperial Elevator Co.'s elevator at Foley, Minn. An addition will be built for handling flour and feed.

The Benton County Farmers' Exchange, which owns and operates an elevator in Sauk Rapids, Minn., is said to contemplate moving the house to a site on the Great Northern right-of-way.

The directors of the Farmers' Elevator Co. of Olivia, Minn., have decided to build an elevator instead of purchasing one of the present elevators at that place, several of which were offered for sale.

A grain and potato warehouse, 44x64 feet, will be erected near the C. & N.W. tracks in Ableman, Wis., by Geissler Bros. & Talg. The building will be two stories, the lower of stone and the upper of frame.

The Eagle Roller Mill Co. of New Ulm, Minn., has purchased five elevators from the Van Dusen and other Minneapolis elevator companies. The houses are at Groton, Dolan, Hetland and Frankford, S. D., and Minneota, Minn., all on the Chicago & Northwestern Railway. The mill company now has thirty-seven elevators and is negotiating for the purchase of more. O. I. Lee succeeds his

brother, G. C. Lee, as buyer at the elevator in Minneota, which was formerly owned by the Atlas Elevator Co.

The Farmers' Elevator Co. of Airlie, Minn., has bought the S. Y. Hyde Elevator at that place; consideration, \$4,500.

The Welcome Farmers' Elevator Co. has been organized at Welcome, Minn., and an elevator will probably be built. The company will handle grain, fuel, lumber, etc. D. C. Montgomery is president and J. V. Klein, secretary.

The McIntyre-Ingold Co. has been chartered at Minneapolis, Minn., with a capital of \$50,000, to deal in grain, lumber and fuel. Arthur H. McIntyre, Perry M. Ingold and Mamie W. McIntyre, all of Minneapolis, are the incorporators.

Articles of incorporation have been filed by the Holloway Co-operative Farmers' Elevator Co. of Holloway, Minn. The capital stock is \$4,100 and the officers are: John Beyer, president; W. R. Kerr, secretary, and A. D. Schendel, treasurer. An elevator will be built.

The Farmers' Exchange of Little Falls, Minn., has leased the Monarch Elevator Co.'s elevator at that place and will take possession August 1. The elevator owned by the farmers burned last spring. The organization has made arrangements to build flat houses at Lincoln and Upsala, Minn.

The management of the George Tileston Milling Co. of St. Cloud, Minn., is organizing an elevator company to build a line of elevators in Northern Minnesota and North Dakota. The company will be capitalized at \$100,000 and incorporated as the George Tileston Elevator Co. Stock in the enterprise is now being subscribed.

At the recent annual meeting of the Walter Bowman Elevator Co. in Mankato, Minn., the articles of incorporation were amended changing the corporate name to the Plymouth Elevator Co. Officers were elected as follows: J. G. Walter, president; E. L. Wendt, vice-president; M. L. Dunlap, secretary and treasurer. The headquarters have been changed to Sioux Falls, S. D.

The Atwood-Larson Co. has been incorporated at Duluth, Minn., with a capital stock of \$50,000, to deal in grain, hay and other farm products and to operate elevators, warehouses, etc. The officers and directors are: Herbert J. Atwood, president and treasurer; John A. Keyes, vice-president, and Frank A. Noble, secretary. The company succeeds the firm of Atwood, Larson & Co.

The Farmers' Co-operative Elevator Co. of Lake Wilson, Minn., has decided not to buy one of the local elevators, although three of them were offered for sale, and will build a 25,000-bushel house to cost \$4,080. The Younglove & Boggess Co. of Mason City, Iowa, was awarded the contract. The building will be 26x33 feet, with a coal shed and a flour and feed house 12x26 feet attached. The elevator will be equipped with modern machinery and operated by an 8-horsepower gasoline engine.

The Spaulding Elevator Co. has opened its general offices at Warren, Minn. The company's elevator in Warren has been moved to its new site and is about ready for business. The erection of the other elevators will commence about July 1. The company will enter the grain buying business at the opening of the coming season with seven elevators located at the following points on the Soo Railway: Warren, Alvarado, Oslo, Radium and Viking, Minn.; Eliza and an as yet unnamed siding between Ardoch and Red River, in North Dakota. C. L. Spaulding, the president, will be in personal charge of the company's offices in Warren.

Advices from Superior, Wis., state that the Minkota Mill property at West Superior will not be taken over by the recently chartered Republic Elevator Co., as was contemplated. The deal for the purchase of the property from the Standard Milling Co. was supposedly closed. Now the option money is said to have been returned and the deal declared off. It appears that the Lake Superior Terminal & Transfer Railway Co. owns a 55-foot right-of-way across the Minkota property which lies between the Minkota and Grand Republic properties. The elevator people endeavored to get the railroad company to consent to relinquish their claim to this strip of property. After much parleying and negotiating the railroad company refused to do this. Therefore the Republic people have decided that they will not include the Minkota property in the deal for the Grand Republic property, as they could not be operated to the best advantage with this right-of-way between the two properties. Notwithstanding the difficulties in the way of the consummation of the Minkota purchase, the Republic Elevator Co. has put a force of men at work on the Grand Republic Elevator property, which it owns, and will thoroughly overhaul the elevator, rebuilding a large part of it at an expense of nearly \$35,000. The capacity, which is now 250,000 bushels, will be about the same when the contemplated changes are made, but all the equipment will be modern. It is not expected that the repairs



and changes will be completed before early fall, possibly in September. At this time nothing will be done in regard to the announced intention of the Republic Elevator Co. to make a malting plant out of the mill proper. F. N. Chaffee of Carrington, N. D., who is at the head of the Republic Elevator Co., has opened an office in the Superior Board of Trade building. W. H. Stone of Benson, Minn., is also interested in the elevator company.

#### WESTERN.

Watson Bros. are building a grain warehouse and feed mill at Kennewick, Wash.

Rowe & Fair, dealers in grain and feed at Dayton, Wash., have dissolved, J. C. Fair succeeding to the business.

The Ady & Crowe Mercantile Co. succeeds to the wholesale grain and hay business of G. E. Ady & Co. at Denver, Colo.

Two Hall Non-Chokable Boots and an improved Hall Distributor are being installed in W. H. Richardson's elevator at Dayton, Wash.

The Judith Basin Milling Co. of Lewistown, Mont., will have its new 50,000-bushel elevator at Moore, Mont., ready for operation by the time the new crop is on the market.

P. F. Smith, dealer in hay, grain, etc., at Wallace, Idaho, has admitted M. A. Corner, formerly of Spokane, Wash., to partnership, and the firm name is now Smith & Corner.

The Moore Elevator Co. will increase the capacity of its elevator at Moore, Mont., from 30,000 to 65,000 bushels. The improvement will be completed by the time the new crop is ready for market. C. R. McClave is manager of the company.

The Beaty-Comer Trading Co. has been incorporated with a capital of \$25,000 to deal in hay, grain, alfalfa seed, produce, implements, etc., at Lamar, Colo. The officers are: J. W. Beaty, president; A. F. Enyart, vice-president; H. B. Dye, secretary; J. N. Beaty, treasurer, and Elmer Comer, general manager. These parties also conduct similar enterprises at Rocky Ford, Manzanola and Fowler, Colo.

## THE EXCHANGES

The Duluth Board of Trade, on May 27, voted an amendment to the rules, making No. 2 Northern wheat the contract grade. The vote was 93 for and 17 against.

A. G. McCampbell of Louisville, who was suspended from the privileges of the Chicago Board of Trade in 1889 for a period of five years, and who had not since asked for reinstatement, was expelled on May 16. The charge was bucket-shopping.

Secretary Muller of the New Orleans Board of Trade has been instructed by Secretary W. Newell, of the State Crop Pest Commission at Shreveport, that all quarantine regulations on grain and hay brought from Texas into Louisiana have been removed.

James Crighton has been appointed a member of the insolvency committee of the Chicago Board of Trade to fill the vacancy caused by the resignation of Walter Comstock. The other members of the committee are J. H. Jones, chairman, and E. W. Wagner.

In response to its request that the other exchanges of the country join in a fight to a finish to suppress bucket-shops, the board of directors of the Chicago Board of Trade has received replies from a number of exchanges. The market report committee, headed by John Hill Jr., has been authorized to continue its fight against the bucket-shoppers.

An amendment to the rules of the Omaha Grain Exchange makes fees for inspection and weighing as follows: On all grain received at Omaha, South Omaha or Council Bluffs—inspection 40 cents a car, weighing 25 cents a car; samples to be furnished without extra charge. On all grain shipped from Omaha, South Omaha or Council Bluffs—inspection 25 cents a car, weighing 25 cents a car; no extra charge to be made for samples if they are requested. Extra samples will be 20 cents each.

At a recent meeting of the board of directors of the Omaha Grain Exchange it was decided to call the attention of Secretary of State Hay to certain features of the new tariff adopted by Germany and to request him to look carefully into the matter and to take such official action as may appear best to the end that the American grain exporting interests may be protected. Under the recently adopted German tariff the duty on American corn has increased from 16 marks per 1,000 kilos to 30 marks per 1,000 kilos, while the duty on Russian

barley, which in Germany is used for food in direct competition with American corn, has been reduced from 20 marks to 13 marks.

The arbitration committee of the Minneapolis Chamber of Commerce has declared that the May wheat deal was not a corner. Three Milwaukee firms who were short about 200,000 bushels and who failed to deliver certificates, protesting that under the anti-corner rule they were not compelled to do so, were instructed to settle at the closing price of \$1.27½.

E. A. Rang, whose evidence had much to do with the recent expulsion of E. H. Prince from the Chicago Board of Trade for bucket-shopping, was himself expelled from membership on June 5. Rang failed for a small amount two days after the failure of Prince and is said to have incriminated himself in connection with the Prince trial before the directors, showing that he was connected with the alleged bucket-shopping.

The following were recently admitted to membership on the Minneapolis Chamber of Commerce: William S. Warren of Chicago, Duncan B. McBean of Winnipeg, Walter Stern of Milwaukee, F. J. Seidl, representing the Manitowoc (Wis.) barley and malting interests, C. H. Albers of St. Louis, Walter Turler of Duluth, G. S. Barnes Jr. of Duluth and Fred A. Pierce, S. G. Williams, Stephen A. Hall and W. S. Ankeny of Minneapolis. Memberships are quoted at about \$4,000, the last sale being at the full figure.

In the case of the Electric Steel Elevator Co. of Minneapolis against the John Kam Malting Co. of Buffalo, the arbitration committee of the Buffalo Chamber of Commerce has ruled that there is due the Minneapolis company \$5,136.67 on the sale of about 50,000 bushels of barley. The price was originally 50 cents a bushel, but objections were filed on the quality of the grain and a reduction of 1½ cents was made. Then the defendant refused the lot. It was sold at auction, bringing \$17,061.16. The freight was \$1,995.28.

The building committee of the Indianapolis Board of Trade has secured an option on the property at the southeast corner of Meridian and Ohio streets and it is possible that the proposed new home of the Board of Trade will be placed there. No decision has, however, been reached as yet. The option is for a 99-year lease with the privilege of purchase after 15 years. It is estimated that the new building will cost about \$250,000. The Board of Trade now has at its disposal something like \$165,000 and it is believed that the sale of the present property would bring in about \$50,000.

The directors of the Minneapolis Chamber of Commerce voted on June 1 to withdraw floor privileges from Edwards, Wood & Co. It is said that this was not a disciplinary measure but was for the purpose of preventing a possible confusion of names. A year ago Edwards, Wood & Co. incorporated as the Edwards-Wood Co. The new corporation never secured membership and business was transacted in the name of the old partnership. Now that the floor privileges have been withdrawn it is said that business will be transacted through individual members of the Edwards-Wood Co., who hold memberships.

The grain and produce committee of the Little Rock (Ark.) Board of Trade has amended Rule 3 governing the inspection of grain, to read as follows: "That the inspection of grain be in charge of the grain committee of the Little Rock Board of Trade, and that it will be the duty of the grain committee to elect a chief inspector, which chief inspector will have the authority to appoint the necessary assistant inspectors, to be limited to two." J. A. Rauch was unanimously chosen chief inspector. He was instructed to appoint three delegates to the annual convention of the National Hay Association at Toledo, July 18, 19 and 20.

W. S. Warren, of the Chicago firm of Hulburd, Warren & Chandler, was in Minneapolis recently to establish a branch office. He was unable to find available room in the Minneapolis Chamber of Commerce and as a result the wire went into the rear of a ground floor office already crowded. I. G. Andrews will be Minneapolis manager. Every office in the Chamber of Commerce, as well as those in the old Chamber, is occupied. Sidney C. Love & Co. of Chicago recently directed their local representative, R. S. Stephens, to secure an office for private wire connection, but the best he could do was to get desk room on the fifth floor of the old building.

The wholesale seed firm of Arthur G. Lee & Bro. at Fort Smith, Ark., has been dissolved.

While it is impossible to tell definitely what the flax acreage of the Northwest will be this year, reports indicate an increase in many counties over last year. The acreage of Minnesota is said to be about the same as last year, with a slight increase in some sections. In the Dakotas many counties report an increase over last season.

## COMMISSION

Adolph J. Lichstern returned to Chicago recently from an eight months' European trip.

E. L. Glaser, of Rosenbaum Bros., Chicago, left on May 27 for a six weeks' trip to Europe.

J. H. Herron, well known among Illinois dealers, has taken a position with Fyfe, Manson & Co., Chicago, to represent them in Illinois territory.

J. W. Booth will represent Thos. Bennett & Co. in the corn pit on the Chicago Board of Trade, where he has been a trader for a number of years.

Ennis & Stoppani, grain and stock commission merchants of New York City, have opened a branch in Milwaukee, with Charles Knowles as local manager.

Walton E. Stone, secretary-treasurer of the L. S. Churchill Grain Co., Toledo, Ohio, and Miss Susan Fallon were married at Detroit, Mich., on June 7.

W. M. Christie, with Fyfe, Manson & Co., Chicago, will sail on the Lucania June 17 on a six weeks' business and pleasure trip to principal points in Scotland and England.

Edward Hagen, with the Chicago grain commission house of McReynolds & Co., is recovering from a serious operation, which he underwent some time ago at the Passavant Hospital.

F. W. Lipe of New York City, a brother of Raymond P. Lipe of Toledo, Ohio, will engage in the hay and straw business in the latter city. He has purchased a site and let the contract for the erection of a warehouse, 50x300 feet.

W. H. Bartlett, of Bartlett, Frazier & Carrington, Chicago, left June 8 with a party of friends for an outing on his ranch at Vermejo, N. M. Noel S. Munn, G. P. Merrick, Will Clough, J. L. Silsbee and Fred Horton were members of the party.

The Powell Grain Co. of Lincoln, Neb., went into voluntary liquidation on May 27, after the close of the market. B. Paul Powell, the manager, expects to resume business in September. The company maintained branches at a number of points.

Joseph Davis, bookkeeper for Herb Bros. & Martin, grain and feed merchants of Pittsburg, Pa., and well known to the members of the Pittsburg Hay and Grain Exchange, has fallen heir to a good-sized portion of a large estate in Cork, Ireland. The inheritance comes to Mr. Davis through one of his grandmothers.

William Bettingen & Co. is the style of a new grain firm at Winnipeg, Man. Mr. Bettingen is a well-known member of the Winnipeg Exchange, and he has associated with him William C. Leistikow, a wealthy banker and miller of Fargo, N. D. E. James, formerly with McHugh & Christensen, will have charge of the option business.

L. J. Ennis, of Shearson, Hammill & Co., grain commission merchants, Chicago, sustained a compound fracture of a leg on June 2, while on his way to the Board of Trade. Mr. Ennis stepped from a car and was run down by a team. He was taken to the County Hospital, where it was found necessary to amputate the injured member.

Corwin H. Spencer and his party left St. Louis on June 10 for an eight days' tour of crop inspection, during which time they will cover parts of Missouri, Oklahoma, Indian Territory, Kansas and Ohio. The party is composed of C. E. Lewis of Minneapolis, C. H. Spencer, Thomas Akin and D. F. Coon of St. Louis, and Robert Pringle and H. B. Slaughter of Chicago.

C. C. Wyman & Co., grain commission merchants of Minneapolis and St. Paul, have opened an office in Superior, Wis., with Crumpton & Crumpton. The latter firm will look after the Wyman interests for the present. C. C. Wyman has applied for membership on the Superior Board of Trade. He contemplated opening an office in Duluth and secured a membership on the Duluth Board of Trade, but decided to locate in Superior. The other members of the firm of Wyman & Co. are E. G. Philbrooks and C. L. Googins. They recently incorporated, with a capital of \$100,000.

As the result of a deal completed some time ago the United Grain Co. of Chicago, South Bend, Toledo and Buffalo has transferred to the C. L. Maddy Co. seven elevators in the northern part of Wood County, Ohio, for a consideration of about \$45,000. The houses are at Perrysburg, Dowling, Lime City, Stony Ridge, Moline, Millbury and Luckey. All but the last two were owned by the United Grain Co. These were leased from railway companies. The C. L. Maddy Co., which is composed of C. L. Maddy of Perrysburg and Edward Churchill of Toledo, will have its main office in Toledo. Mr. Churchill will have charge of this office, while Mr.



Maddy will reside in Perrysburg and superintend the elevators.

Keller, Mackenzie & Co. is the style of a new receiving and shipping firm, which has commenced business on the Chicago market. It is made up of John Keller, who has been with the American Cereal Co. for twenty-five years as buyer on the floor; J. P. Mackenzie, who has been with both the Great Western and the American Cereal companies, but more recently a shipper on his own account, and W. G. Husband, for a long time with Pratt-Buckley, on the cash grain side of the floor, but lately in business there for himself. Mr. Keller will look after the receiving end of the business and the pit trade, and Messrs. Mackenzie and Husband will take care of the shipping side.

## OBITUARY

E. S. Mason, of the grain firm of Mason Bros., Yoakum, Texas, is dead.

Alfred H. Buschman, president of the A. H. Buschman Grain Co., grain commission merchants, St. Louis, Mo., died at his residence in that city on May 17, aged 36 years. He leaves a widow.

John Valiant of the New York grain commission firm of Milmine, Bodman & Co., is dead. The deceased was 51 years of age and was a member of the Chicago Board of Trade as well as of the New York Produce Exchange.

Morgan Johnson, proprietor of the grain elevator at Greenville, Ohio, and a highly esteemed citizen, died suddenly at his home in that town on May 23, aged 67 years. His death was due to heart trouble. He leaves a widow and four children.

Erastus K. Burnham of Cape Vincent, N. Y., died in Watertown, N. Y., on June 4. The deceased was born in Kingsbury, N. Y., in 1832, and had been a resident of Cape Vincent for 55 years. For many years he operated a grain elevator and a saw and a shingle mill.

John H. Saxton, for many years a resident of Milwaukee, Wis., and one of the early-day grain commission men of that city, died of heart disease at the home of his daughter in Charles City, Iowa, on May 11. The deceased was 80 years of age and had resided with his daughter for the past ten years.

Louis Daube, for many years a well-known Chicago grain and commission merchant, died at his home in this city on May 18, aged 77 years. Mr. Daube came to Chicago from Germany in 1855, and for a time was engaged in the live stock business. Later he entered the grain trade, continuing in this line until about fifteen years ago, when he retired. He leaves a widow, four sons and three daughters.

D. J. Fair Sr. died at Sterling, Kan., on May 16, after a brief illness. Mr. Fair was a former resident of Indiana County, Pa., removing to Kansas in 1872. He was interested in grain elevators and lumber yards at Hutchinson, Nickerson, Partridge, Stafford, Abbeyville, Burlington, Sylvia and Raymond, Kan., and owned 3,000 acres of land in Rice and Reno counties, that state. Mr. Fair was mayor of Sterling in 1888.

John H. Hundley, formerly a well-known St. Louis grain man, died on May 28 at Louisville, Ky., aged 38 years. He is survived by his wife and two children. Mr. Hundley was at one time connected with the Teasdale Commission Co., and later with the E. B. White Grain Co. During his residence in St. Louis Mr. Hundley was a member of the Merchants' Exchange. He left that city a year ago on account of failing health.

Michael E. Griffin, of the firm of Griffin Bros., grain dealers at Fall River, Mass., died on the steamship Romanic on May 31, while en route from Genoa, Italy, to Boston in company with his brother, John J. Griffin. His death was due to a complication of diseases, with which he had suffered for a number of years. The body was hurried at sea. The deceased was 34 years of age and was a prominent business man of Fall River. He is survived by his father, four brothers and two sisters.

Robert H. Turle, of the New York grain exporting firm of Robert H. Turle & Co., died at his home in Brooklyn on May 13. The deceased was born in Taunton, England, in 1846, and came to America about thirty years ago. He had been connected with British interests in this country, and for several years was president of St. George's Society. Mr. Turle was a member of the New York Produce Exchange and the Chamber of Commerce, and of the Hamilton, Barnard and Brooklyn clubs of Brooklyn. He leaves a widow, Kathleen Gordon Turle, who is the daughter of Gordon L. Ford, at one time publisher of the New York Tribune, and a sister of the late Paul Leicester Ford, the author,

and two daughters, Mrs. Alfred Roelker Jr. and Miss Hildegard E. Turle.

Harvey Sharpless, a member of the firm of Sharpless & Brother, grain, flour, feed and fuel dealers in Camden, N. J., died suddenly at West Chester, Pa., on June 6, while on a visit to friends. The deceased was 56 years old and was born near West Chester in 1849. He was a member of the Society of Friends and a descendant of the family of Sharpless that emigrated to Pennsylvania from Sharpless Hall, Bolton, Lancaster, England, in 1700. He and his brother, Casper, established the business at Camden in 1871.

Arnold Rudd, president of the Arnold Rudd Co. of New London, Conn., and one of the oldest business men of that city, died on May 31, aged 82 years. His death was caused by pneumonia, developing from an attack of grip, and affecting his heart. Mr. Rudd conducted a successful grain business in New London for forty years. He was a native of New York state, but located in Montville, Conn., in early life. For a time he was engaged in the grain and milling business there. About forty years ago he removed to New London and started in the grain business. He conducted the wholesale and retail grain, feed and flour business under his own name until a few months ago, when he retired from the active management. The business was then incorporated as the Arnold Rudd Co. and he became president. His wife, two married daughters and a brother survived him.

Louis J. Rens, one of the best known business men of Oconto, Wis., committed suicide by shooting himself on May 10. It is said that he was short to the extent of about \$100,000 in his accounts with the H. E. McEachron Co., grain dealers and millers, in whose employ he had been for twenty years. Mr. Rens was so implicitly trusted by his employers that he was the only agent not required to be bonded. Advices from Oconto state that he bought about 10,000 tons of hay on credit from farmers of that locality which he sold at approximately \$8 per ton, making the shortage from that item alone about \$80,000. When a discrepancy was found in his accounts by the company's auditor Mr. Rens made various excuses and left the office, supposedly to make some collections. He then rode his bicycle to an abandoned barn about three miles out in the country and there shot himself. The company has given out no statement as to the exact amount of the shortage. The deceased leaves a widow and two children.

Wilson Fitzgerald, a grain dealer and one of the oldest members of the Philadelphia Commercial Exchange, died at his home in Camden, N. J., on June 7, aged 87 years. He had been ill for several months with a dropsical affection and for most of the time was confined to his room. The deceased was born in 1819 in the Northern Liberties, Philadelphia. When nine years of age his father died, and thereafter he was forced to make his own living. For a time he worked on a farm in Montgomery County, Pa., and later apprenticed himself to a cooperage firm in Philadelphia to learn the trade. After serving his apprenticeship Mr. Fitzgerald opened a cooper shop of his own. This he conducted until 1845, when he removed to Camden. He was engaged in various lines in that city until 1861, when he engaged in the flour, feed and grain business. Mr. Fitzgerald served two terms in the Camden Council and did much to develop that city. It was largely through his efforts that the transportation companies began to deliver grain and other freight in the cars as originally loaded, the cars being ferried across the river from Philadelphia.

Stephen Decatur Fisher died at his home in Springfield, Ill., on June 6, after an illness of nearly two years' duration. He was 83 years of age and until a short time before his death was connected with the grain firm of E. R. Ulrich & Sons. The late Mr. Fisher was reared on a farm in New York state, where his father later devoted his time to agricultural pursuits. After receiving an education he taught school for a number of years, part of the time in Illinois. Later he accepted a position as hookkeeper with Dills, Howser & Co. at Atlanta, Ill. In 1875 he was elected to the position of secretary of the Illinois state board of agriculture, remaining in that office ten years, and being also a member of the board four years previously. It was while secretary that he inaugurated the system, still used, for the collection of agricultural statistics. He was appointed twice to the office of state agent for the United States Department of Agriculture, which position he held until he took up the grain business with Messrs. Ulrich. His work was the making of crop reports, sending out blanks for weather reports and directing a meteorological correspondence with thirty-three counties, previous to the establishment of the weather bureau in Springfield. He conducted a grain station at Chatham in 1895. Mr. Fisher had also held other positions of trust. He was a member of the Independent Order of Odd Fellows and

of the Masonic fraternity. Mr. Fisher married Miss Marian Jeanette St. Clair of Rochester, Ill., who died in 1867. His second wife was Miss Elzina Benton. Besides his widow he is survived by one son and a daughter.

Burton K. Evill, who was for several years in the hay and feed business in St. Louis, took his own life on May 28 while despondent over business troubles. Mr. Evill was 57 years old and was well known on 'Change. He was a brother of John H. Evill, president of the Columbia Hay and Grain Co. of St. Louis. The deceased leaves a widow.

Arthur Orr, for many years connected with the grain business of Chicago, died on June 1, at Pasadena, Cal. He had expected to return to Chicago from the West on May 28, but word was received by his relatives that he was ill and would postpone his return. Then, two days later, the information was received that his illness had taken a critical turn. Mrs. Orr accompanied her husband when he went to California last October, and was with him at the time of his death. His two sons were also at his bedside. Born in Madison, Ind., in 1853, Mr. Orr came to Chicago soon after the fire of 1871. He went to work as a clerk for the firm of Irwin, Green & Co., and became a partner in 1878. In 1885 he withdrew and founded the grain firm of Orr & Combs. Later Mr. Combs withdrew and Mr. Orr continued the business under his own name alone. Ten years later he retired from active business. Mr. Orr lived in Evanston throughout his Chicago career. There he married, in 1881, Miss Eleanor Morse, daughter of the Rev. C. J. Morse of that city. They had six children. Besides his grain interests Mr. Orr was connected with lake shipping and was a director in the Chicago City Railroad. He was a member of the Union League, the Washington Park and the Chicago clubs.

Hon. Edwin Augustus Buck, head of the grain firm of E. A. Buck & Co., Willimantic, Conn., died at his home in that city on May 12, aged 73 years. While his last illness was of brief duration he had been in failing health for nearly two years, or since he suffered a paralytic shock. The deceased was born at Ashford, Conn., in 1832. After obtaining an education in the schools of his native town he taught school there for several years. In 1856 he engaged in the lumber business and operated a number of saw mills in the vicinity of Ashford. In the latter part of the '50's Mr. Buck, in partnership with Charles L. and John S. Dean, purchased the plant of a bankrupt glass company. This business was conducted for about twenty years under the firm name of E. A. Buck & Co. He retired from that connection in 1874, and removed to Willimantic. About this time Mr. Buck became identified with the business interests of Stafford Springs, being a director of the Stafford National Bank and president of the Stafford Savings Bank from 1874 to 1877. On his removal to Willimantic Mr. Buck associated himself with Allen Lincoln in the grain business. In 1876 the firm name became Lincoln, Buck & Durkee, the late Everett M. Durkee entering the partnership at that time. At the time of his death the flour and grain business was conducted under the firm name of E. A. Buck & Co., his youngest son, William A., being the junior partner. During his business career the late Mr. Buck was also connected with various other enterprises, and at the time of his death was the owner of farms aggregating about 1,000 acres. Aside from his career as a business man Mr. Buck was prominent in political affairs. He was elected to the legislature in 1856, when only 24 years old, being the youngest member of that assembly. He was four times reelected a member of the lower house, and in 1876 was chosen state senator. In the fall of the same year he was elected state treasurer, serving until the next election. In addition he had filled many elective and appointive offices of trust in his state and county. Mr. Buck built the first grain elevator erected in Willimantic. He leaves a wife, to whom he had been married nearly fifty years, two sons and four daughters.

## OUR CALLERS

[We have received calls from the following gentlemen prominently connected with the grain and elevator interests during the month.]

C. A. Burks, Decatur, Ill.  
H. H. Emminga, Golden, Ill.  
J. A. Shepherd, Decatur, Ill.  
M. Troensegaard, Lind, Wash.  
S. K. Humphrey, Boston, Mass.  
Charles R. Elston, Toledo, Ohio.  
Paul A. Ketels, Sioux City, Iowa.  
A. B. Chapman, Silver Creek, N. Y.  
W. L. Richeson, chief grain inspector, New Orleans, La.



## FIRES--CASUALTIES

The Farmers' Co-operative Elevator Co.'s elevator at Appleton, Minn., was struck by lightning on May 10.

The Farmers' Elevator at Graymont, Ill., was struck by lightning during a storm on May 11. The roof was damaged.

An elevator and several smaller structures at Marietta, Kan., were destroyed by fire on June 5. The loss is reported at about \$20,000.

The Atlantic Elevator Co.'s wheat elevator at Maple Lake, Minn., was wrecked during a severe windstorm which swept over that town on June 4.

The Hutchins Elevator at Donovan, Ill., of which George Brainard is manager, is reported to have been struck by lightning and burned to the ground on May 30.

While loading grain into a car at the Farmers' Elevator in Wilbur, Neb., on May 20, V. B. Prucha fell between the car and the elevator platform and injured his leg.

The cleaning elevator of the Hubbard & Palmer Co. at Kasota, Minn., was damaged to the extent of about \$1,000 during a severe windstorm on the night of May 9.

J. A. Funk's elevator at Blanchard, Iowa, was destroyed by fire at 11 o'clock p. m., on May 18. The origin of the fire is unknown. The loss is \$5,000, covered by insurance.

During a severe windstorm at Lodge Pole, Neb., recently one of the Fenske warehouses, containing 1,400 bushels of grain, collapsed, spilling its contents. Most of the grain was saved.

An incendiary attempt to burn R. & J. Ervin's elevator on the Illinois Central right-of-way at Tuscola, Ill., is reported to have been made on the evening of May 29. No damage was done to the building.

The contents of the three-story brick building at 94-96 Water Street, Norfolk, Va., occupied by Jesse Jones & Sons, hay and grain dealers, were damaged by fire of unknown origin on the morning of June 6.

George Moore's grain, feed and flour store and stable in Braddock, Pa., were destroyed by fire on May 9. The store was a two-story frame structure valued at \$5,000. The loss on stock is reported at \$15,000.

The large warehouse of the Harth Bros. Grain Co. at Paducah, Ky., burned on June 3. The loss is \$14,000; insurance \$10,500. About 12,000 bushels of corn, ten carloads of hay and 40,000 empty sacks were destroyed.

W. C. Calhoun's grain elevator at Franklin, Ill., was damaged by fire on the night of May 20. The loss is less than \$100 and is covered by insurance. The blaze started in an elevator leg and occurred at about 9:30 o'clock p. m.

The roof of the engine room at C. E. Stephenson's mill and elevator in Mediapolis, Iowa, caught fire on June 6, presumably from a spark from a passing locomotive. The blaze was discovered and extinguished before much damage resulted.

Lewis & Co.'s 25,000-bushel elevator at Island Grove, near Jacksonville, Ill., was burned, together with its contents, on the evening of May 20. The loss is estimated at about \$7,000. There was \$3,500 insurance on the building and machinery and \$2,000 on the grain.

The Great Western Elevator at Luverne, Iowa, was destroyed by fire of unknown origin on the night of May 8, causing a loss of between \$2,000 and \$4,000. The fire started in the driveway and was discovered about 10 o'clock p. m. The elevator had not been operated for several years.

The Farmers' Alliance Elevator at Cawker City, Kan., was burned to the ground at an early hour on the morning of June 5. The origin of the fire is unknown. The elevator contained between 400 and 500 bushels of corn and some other grain. There was \$1,000 insurance on the building.

C. B. De Long's 40,000-bushel elevator at Fithian, Ill., was damaged by fire of unknown origin on the night of May 23. The fire started in the boiler room and was discovered before it had gained much headway. A bucket brigade confined the flames to the boiler room and they did not reach the elevator proper.

The 30,000-bushel frame elevator at Radford, Ill., owned by the Evans Elevator Co. of Decatur, was burned at about 11 o'clock a. m. on May 23. The fire originated in the cob pile and is supposed to have caught from the gas engine muffler. The elevator was in operation at the time. About 8,000 bushels of shelled corn were destroyed. The \$5,000 insurance on the elevator was adjusted at

\$4,958, and the same amount on stock was settled at \$3,896.

A five-year-old boy was smothered to death in a wheat bin at one of the elevators in Hunnewell, Kan., on May 10.

The frame building in Port Huron, Mich., owned by Fred Bourbonnais and occupied as a grain and feed store by the Minnesota-Michigan Co., was completely destroyed by fire on the morning of June 3. The loss on the building is about \$2,000, with no insurance. The loss on stock is estimated at \$1,000, partly insured.

The Truax & Betts Elevator at Hartford, S. D., was entirely destroyed by fire, together with its contents, at midnight on May 10. The fire is supposed to have been caused by lightning. There were 500 bushels of grain in the building at the time of the fire. The loss is partially covered by insurance. The elevator will be rebuilt.

The elevator of the Sutton Farmers' Elevator Co. at Sutton, Neb., was burned on the night of May 12-13. The fire was discovered about 11:30 o'clock p. m. and is supposed to have been of incendiary origin. It started in the basement. The elevator contained about 3,500 bushels of grain. The loss is estimated at \$8,000, with \$6,500 insurance.

The Wynnewood Grain Co.'s elevator at Wynnewood, I. T., was destroyed by fire which broke out shortly after midnight on May 16. The loss on the building, which was owned by A. E. Parnell, is estimated at \$3,500, with \$2,000 insurance. The contents of the structure were owned by Mat Parnell and were valued at \$2,750; insurance, \$2,250. The origin of the fire is unknown.

The Star Elevator, near the J., M. & I. tracks in Indianapolis, Ind., was destroyed by fire of unknown origin on the night of May 17. The building was of frame construction, metal clad and contained about 5,000 bushels of grain. The loss is estimated at between \$14,000 and \$18,000, with \$12,000 insurance. The elevator was owned by William H. Schrolucke and William B. Wells.

The Bacon Elevator at Lilly, Ill., was totally destroyed by fire on May 19. There was little grain in the building at the time. The fire is supposed to have been started by sparks from a passing engine. The loss is about \$2,000, with no insurance. The elevator was erected a number of years ago by the late Edward H. Bacon and was owned by his widow at the time of the fire. It was the only elevator in the town.

The Neola Elevator Co.'s elevator on the C., M. & St. P. right-of-way at Hedrick, Iowa, was burned about 4 o'clock a. m., on May 23. The fire had gained so much headway before being discovered that it was impossible to save the building. The elevator had been closed for about a week and contained very little grain. The loss is estimated at \$3,500, partially covered by insurance. The cause of the fire is not known.

The elevator and corn cribs at Decker, Ind., owned by Jourdan Bros., were totally destroyed by fire on the evening of May 26. The loss is \$6,000, with \$2,500 insurance. The cribs contained about 1,500 bushels of corn. The fire is supposed to have started from waste in the engine room. The engineer left the building at 6 o'clock p. m., and the fire was discovered half an hour later. The burned elevator was erected about five years ago and was located on the E. & T. H. right-of-way. It will be rebuilt at once.

The grain elevator, two hay sheds, two lumber sheds, and their contents, and two freight cars, one loaded with hay, were destroyed by fire at Lemasters, Pa., on June 6. The elevator, lumber and hay sheds were located along the South Pennsylvania branch of the C. V. R. R. and were owned by the Lemasters Warehouse Co., of which E. B. Diehl is president. The fire occurred at 9:30 o'clock a. m. and is supposed to have been started by a spark from a passing locomotive falling among some baled hay. The loss is estimated at \$15,000, partially covered by insurance.

The Diamond Elevator in the East Bottoms at Kansas City, Mo., was burned on the night of June 3. It was owned by the Beall Grain Co. and contained about 35,000 bushels of wheat. This was valued at about \$25,000 and the building itself was valued at \$30,000. There was \$19,250 insurance on the elevator and \$20,500 on its contents. The fire, which was of unknown origin, was discovered about 10:45 o'clock p. m. At this time the flames had spread to the top of the building. The fire department was unable to do anything to save the plant, as there was no water near enough to be available. The burned elevator was erected about ten years ago by the M., K. & T. Trust Co. The Beall Grain Co. bought the house about a year and a half ago and spent about \$5,000 in remodeling it. The capacity of the elevator at the time of the fire was 100,000 bushels. It was located on the Kansas City-Independence Air Line and was one of the oldest houses in the

vicinity of Kansas City. It is stated that the company will rebuild at once.

The Stanley Grain Co.'s frame warehouse in Lawrence, Mass., was destroyed by fire of incendiary origin on the evening of June 7. George Nicholson was arrested and confessed to the crime. He also confessed to setting fire to the grain store of John Shea on the same date. This fire was discovered and extinguished shortly after it started. Nicholson, who is 18 years of age, served a term in the reformatory for causing several fires in the city a couple of years ago. The Stanley Grain Co.'s warehouse contained between 30 and 35 carloads of baled hay. The fire was discovered at 4:42 o'clock p. m. by employees of the Boston & Maine Railway. The loss is estimated at about \$6,000.

P. S. Heacock's elevator at the Burlington yards in Falls City, Neb., was destroyed by fire at an early hour on the morning of May 31. The fire started in about the center of the elevator and the cause is unknown. There had been no fire in the engine room nor any other part of the plant for a couple of days. The blaze was discovered shortly after 3 o'clock a. m., and spread so rapidly that the fire department was unable to save the building or its contents. The elevator contained about 6,000 bushels of wheat and corn. It was valued at about \$8,000, and the total loss is estimated at between \$10,000 and \$11,000. There was \$4,000 insurance on the elevator and \$2,000 on the grain. The house will be rebuilt at once.

Fire at Kewanee, Ind., at midnight on May 27, destroyed A. D. Toner's grain elevator, Niccum & Ridenour's flour mill, a poultry packing house and the Vandalia depot. The total loss is estimated at from \$23,000 to \$30,000. L. E. Daniel's elevator, a lumber yard and other nearby buildings caught from the flying sparks, but were saved by bucket brigades. The loss on the Toner Elevator is estimated at \$12,000, with about \$4,000 insurance. The loss on the flour mill is \$10,000, with insurance of \$7,000. The fire is said to have started in the mill and spread to the elevator. The cause is unknown, reports on its origin not agreeing. The books and papers from the offices of the burned plants were saved. It is reported that the elevator will be rebuilt at once.

## COURT DECISIONS

[Prepared especially for the "American Elevator and Grain Trade" by J. L. Rosenberger, LL. B., of the Chicago Bar.]

### Occupancy of Part of Right-of-way Not Adverse Possession.

Occupancy by an individual of parts of the right-of-way of a railroad company obtained by condemnation proceedings, with elevators, granaries, coal sheds and similar structures used in carrying on his business, and by the company as a common carrier, for convenience in handling his shipments, the Supreme Court of Nebraska holds (Roberts vs. Sioux City & Pacific Railway Company, 102 Northwestern Reporter, 60) will not be treated as adverse or under claim of title, unless actual notice of such claim is brought home to the company, or his conduct is such as will, as a matter of law, constitute such notice. In the absence of such notice or conduct, the erection and maintenance of such buildings without express agreement therefor will be regarded as being with the permission, consent or license of the company, and subject to its right to resume possession of the ground whenever necessity requires its use for railroad purposes.

### Liability of Carrier for Injury by Flood of Delayed Shipments.

In an action brought to recover for the loss of a carload of broom corn in the flood at Kansas City, the question presented was whether a common carrier is liable to the owner of goods delivered to him for transportation, which are damaged or destroyed by an act of God while in his possession, in consequence of a negligent delay in forwarding them, whether the act of God could reasonably have been anticipated or not. The Supreme Court of Minnesota says (Bibb Broom Corn Co. vs. A. T. & S. F. Ry. Co., 102 Northwestern Reporter, 709) that the question is an important one, upon which the authorities are not in harmony, and, having considered it with care in all its bearings, it reaches the conclusion that the carrier is liable.

In other words, it holds that it is the duty of the common carrier to whom goods are delivered for transportation to forward them promptly and without unreasonable delay to their destination.



If he fails to do so, and negligently and carelessly delays the shipment, and the goods are overtaken in transit and damaged by an act of God, which would not have caused the damage had there been no delay, he is liable, even though the act of God could not reasonably have been anticipated. The negligence and unreasonable delay is such a proximate or concurring cause as renders a carrier liable. This rule applies whether the goods in their nature are perishable or nonperishable.

As a general rule, applicable to all cases of negligence, the court says if damage is caused by the concurrent force of the defendant's neglect and some other cause for which he is not responsible, including an act of God, he is nevertheless liable if his negligence is one of the proximate causes of the injury complained of, even though, under the particular circumstances, he was not bound to anticipate the interference of the intervening force which concurred with his own.

In the application of this rule, however, the authorities are not agreed. Every reason in equity and justice relieves a carrier from the performance of his contract and from liability for injuries to property in his custody for transportation, resulting exclusively from an act of God, or other inevitable accident or cause over which he has no control, and could not reasonably anticipate or guard against. But reasons of that nature lose their force and persuasive powers when applied to a carrier who violates his contract, and by his unreasonable delay and procrastination is overtaken by an overpowering cause, even though of a nature not reasonably to be anticipated or foreseen. If, but for his negligence, the loss would not have occurred, no sound reason will excuse him, and he should not be relieved by an application of the abstract principles of the law of proximate cause.

## IN THE COURTS

Hattie Edman of Coles County, Ill., brought suit on May 26 to have a receiver appointed for the Odell Stock & Grain Co. of Cincinnati. She claims to have an unpaid judgment against the firm for \$15,000, which she obtained in 1883 in Illinois.

In the suit of F. H. Clifford and others against the Toher Grain Co. of Davenport, Iowa, the jury awarded the plaintiff a verdict for \$2,517.45. The suit was brought for alleged failure to deliver stocks said to have been ordered from the company.

Charles H. Brooks was convicted in the United States District Court at St. Louis on June 3 on the charge of using the mails to defraud. Sentence was deferred. Brooks is one of the get-rich-quick operators who went down when the Rialto Grain & Securities Co. collapsed.

The Rosenbaum Grain Co. has been sued for damages in the sum of \$10,000 at Fort Worth, Texas, by Ed Taylor, a negro, who alleges that on February 13, last, while operating a steam shovel for the defendant company, his hands were so badly frozen that they have since become practically useless.

George De Maries has brought suit for \$10,000 damages against Jameson & Havenor, hay and grain dealers of St. Paul, Minn. He claims to have sustained injuries of a permanent nature while engaged in hauling hay to the loft of a customer, and alleges that the defendants are responsible because they permitted him to use a defective rope.

J. L. Brown, a grain, stock and provision broker of Kansas City, Mo., has been found guilty of using the mails to defraud. Brown was indicted and tried on the complaint of Eugene F. Hardwicke of Alva, Okla., who sent the defendant \$2,000 to margin a deal in pork. The investment should have netted Hardwicke \$1,770, but he never received the money.

The suit of the Miami Grain Co. against the Detroit Southern Railway Co. has been removed from the Common Pleas Court to the Federal Court at Cincinnati. The Miami Grain Co. brought suit for \$2,400 damages against the railroad company on account of its alleged refusal to furnish cars to move grain belonging to the plaintiff from Bowersville, Ohio. As a consequence, it is alleged, the grain spoiled and depreciated in value.

The Appellate Court at Rochester, N. Y., has handed down a decision reversing the non-suit ordered by Justice Kruse in the case of Michael O'Keefe against the Great Northern Elevator Co. of Buffalo, and a new trial has been ordered. O'Keefe, who is a scooper, sustained a fracture of the skull about two years ago while at work in the hold of a vessel, which was being unloaded at the Great Northern Elevator. He brought suit for \$10,000 damages. At the trial the plaintiff's

attorney was sharply rebuked for not making certain amendments to his papers in the action, and the court then directed a non-suit.

A party at Marshall, Minn., has brought action against the directors of the old Independent Grain Co. of Minnesota, Minn., which went out of existence in 1901. The suit is for something like \$500 on storage tickets held by the plaintiff. When the affairs of the company were wound up the secretary published a notice in which he called for all outstanding storage tickets and requested that all creditors of the company present their claims.

The case of United States Senator J. Ralph Burton, charged with having accepted money to use his official influence with the postal department in behalf of the Rialto Grain and Securities Co., has been transferred from the United States District Court to the United States Circuit Court at St. Louis. It is said that this is for the purpose of bringing the case to trial in September instead of November. Senator Burton gave a bond for \$1,000 for his appearance.

According to the evidence in the suit of the United States against Thomas A. Cleage, the St. Louis broker, to recover \$130,000 for war taxes on grain transactions, the Cleage Commission Co., between April 1, 1901, and June 30, 1902, bought and sold in various markets 1,060,000,000 bushels of corn alone. The market value of this grain was \$635,000,000, and it is on this valuation that the government is suing Cleage for war tax at the rate of 2 cents for each \$100.

In the United States court at Fargo, N. D., the jury, on May 27, brought in a verdict for the defendant in the case of the Farmers' Elevator Co. of Denbigh vs. the Pennsylvania Fire Insurance Co. This was the third suit by the elevator company for insurance and all have been decided in favor of the defendant. At the time the elevator was burned the insurance companies alleged fraud in the matter of wheat certificates. The Edwards-Wood Commission Co. was mortgagee of the elevator and interested in the prosecution.

In the United States court at Cincinnati Judge Thompson on June 1 issued a temporary injunction forbidding William and Amanda Sticheno from disposing of certain memoranda in the E. L. Harper matter, the proceeding being instituted by Irwin, Green & Co. of Chicago, who have a judgment for nearly \$1,000,000 against Harper in connection with the wheat deal which resulted in the wrecking of the old Fidelity National Bank at Cincinnati. The suit is brought with the purpose of discovering the facts in connection with agreement which was alleged to have been entered into by certain capitalists in relation to the financing of the wheat deal.

The North Dakota Supreme Court has affirmed the decision of the lower court in dismissing the action of Robbins & Warner, a Duluth commission firm, against John W. Maher of Devils Lake. The action was brought to recover \$500 commission and \$388 advanced in the sale of 2,000 bushels of flax for future delivery on Maher's account and at his request. The plaintiffs claimed that Mr. Maher authorized the firm's agent at Devils Lake to sell 2,000 bushels of flax. This was in August and the flax was to be delivered in October, at \$1.04 or better. The flax was sold in their own name. In October the firm had to purchase flax at \$1.23 to replace the flax sold in August, and that in making that purchase they bought the flax on the best terms for Maher. It was conceded by the commission firm that no written agreement had been made between Maher and the agent or between Maher and the firm. Judge Engerud, who wrote the opinion, holds that a broker has no authority to contract in his own name in behalf of his principal without authority from the latter, and if he does so he has no claims upon his principal for loss incurred.

A case of considerable importance to railroad men and shippers was decided in the Circuit Court at Charlotte, Mich., recently. The L. H. Shepherd Grain & Bean Co. shipped a carload of beans to St. Louis last summer. The car was delayed in transit, the firm filing a claim of \$488.65 for alleged damages. The railroad paid no attention to the claim. Last November the Shepherd Company brought suit by attaching an empty Chicago & Alton car standing in the Michigan Central yards at Charlotte. The Michigan Central, in whose service the car was engaged at the time, sought to recover it by replevin, contending that by a traffic arrangement between themselves the car was not subject to an attachment by a creditor of the Chicago & Alton, inasmuch as the Michigan Central was paying daily rent for its use and was responsible for its return to the Alton system. Both sides requested the court to direct a verdict. This the court did, taking the position of the defendant. The jury brought in a verdict against the Michigan Central for the Shepherd Company's claim against the Illinois company. Henry Ledyard, who appeared for the Michigan Central, stated that the

case would be appealed, as the legal questions involved were of vast importance and all Michigan railroads would like a Supreme Court decision on the issue.

## TRANSPORTATION

The Chicago & Eastern Illinois road has equalized the rates on grain originating in Illinois via Chicago and via the interior junctions. Previously the road has given the junction routes the advantage of a 1-cent differential. The new Chicago rate applies to both lake and all rail business.

The Frisco issued a new tariff on June 1, showing cut rates from Kansas City to Memphis of 1 cent on corn and 2 cents on wheat, effective June 10. The former rate was 12 cents per hundred on corn and 14 cents per hundred on wheat. It is rumored that a similar cut will be made on shipments to New Orleans.

On June 7, for the first time in a long while, the demand for vessel room at Chicago was largely in excess of the available supply of boats for spot loading. This, however, did not have the effect of advancing rates, the bids not exceeding 1 cent on corn to Buffalo. On June 2, Bartlett, Frazier & Carrington placed 400,000 bushels at this rate.

The Chicago, Milwaukee & St. Paul Railway is understood to have given up all hope of establishing coast terminals in Seattle, Wash. The reason of this is said to be the prohibitive prices placed on tide lands which are absolutely necessary for locating suitable terminals in that city. It is said that the options on tide lands now held by the Milwaukee have been placed at the refusal of the Northern Pacific.

W. L. Richeson of New Orleans, who was elected secretary of the National Association of Chief Inspectors at Niagara Falls, is quoted as saying: "I believe that the proposed steamship line between New Orleans and Philadelphia will be established in the near future. The Southern merchants are anxious for it and will undoubtedly soon sweep away any obstacles which now prevent the line being put in operation."

Although new crop wheat will reach tide water at Portland and Puget Sound within the next few weeks, there has been no chartering for new crop loading. Half a dozen years ago exporters began in January, and even in November and December, to charter ships to carry wheat that would not be available for six to ten months. The increasing supply of tonnage, especially in vessels propelled by steam, has been responsible for the radical change in the method of handling the grain business and it is said that this change is most satisfactory to the trade.

The transportation committee of the Chicago Board of Trade has appealed to the Eastern roads to repeal the rule making five days the maximum limit for the detention of grain on shipments from Western territory to the Atlantic seaboard. When the Eastern and Western roads made their recent agreement for through grain rates to the Atlantic seaboard it was thought that the five-day limit would compel the early movement of grain east from Chicago. Now it is declared that the time is insufficient for handling the grain at Chicago and that the effect has been to divert shipments to the Gulf.

The grain committee of the Philadelphia Commercial Exchange is not satisfied with the conduct of the Keystone Elevator Co. (Pennsylvania Railroad) Elevator at North Philadelphia, and has forwarded a lengthy communication on the subject to President Cassatt of the Pennsylvania Railroad. Harvey Miller, of the grain firm of L. F. Miller & Sons, recently retired from the presidency of the warehouse company and was succeeded by Walter F. Hagar. The grain committee, however, is not satisfied and demands that the elevator shall be conducted by the railroad so as to make it impossible for any grain firm to secure advantages from inside connection with its affairs. The original contention was that Mr. Miller, when in control of the elevator, enjoyed such advantages and it was supposed by the railroad company that when the warehouse came under the official government of Mr. Hagar the grain men would be satisfied. It is still contended that Mr. Miller, as a stockholder of important machinery in the elevator, still gets the benefit of the terminal allowance made by the railroad company, and that this is virtually a discrimination in favor of the Miller firm and to the detriment of its competitors in the grain business. Mr. Miller denies that he has any large stock interest in the company and says that in any event he could have no advantage over other grain merchants.



## HAY AND STRAW

Reports from Fennimore, Wis., state that prospects for a good hay crop in that section are favorable.

H. Arendt & Co. will build a 100-foot addition to their present hay and grain warehouse in Pleasanton, Cal.

Prospects for a heavy crop of both tame and wild hay in the territory around St. Cloud, Minn., are reported exceedingly favorable.

T. H. Battle, of T. H. Battle & Co., hay shippers at Mt. Pleasant, Mich., was married on May 16 to Miss Bernice S. Chamberlain.

C. A. Hotelling, who for about twelve years was engaged in the hay shipping business in Fulda, Minn., has removed to Seattle, Wash.

The hay-shipping business at Nohlesville, Ind., formerly conducted by White & Lacy, has been taken over by the Lacy Seed and Fuel Co.

Three cars of hay, consigned to local dealers, on the Burlington tracks in St. Louis, Mo., caught fire and were completely destroyed on May 29.

The Franklin L. Lewi Co., hay commission merchants of Newark, N. J., has been elected to membership in the New York Hay Exchange Association.

Fire at the Bedient hay sheds in Deckerville, Mich., caused damage estimated at \$4,000 and resulted in the death of Carl Peters, a local councilman.

The Mugg & Beckham Co. has been chartered at Fort Worth, Texas, with a capital of \$20,000, to do a wholesale and retail hay, grain and fuel business.

George F. Carruthers' hay warehouse in St. Louis, Mo., was destroyed by fire on May 22. The building was valued at \$5,000 and the contents at \$17,000.

Reports from Kennewick, Wash., state that the first cutting of alfalfa hay this season is much better than last year. Yield and quality are both satisfactory.

John C. Wilson, William H. Hohson, G. Percy Lemont, Harry B. Cassel and Norwood P. Holland comprise the standing committee on hay and straw of the Philadelphia Commercial Exchange.

Fire in the wholesale hay and grain store of R. H. Worke & Co. at Nashville, Tenn., on May 18, destroyed a large quantity of hay before the blaze was extinguished. The loss is about \$1,000.

The board of directors of the Michigan Hay Association, at a meeting held in Jackson, Mich., on May 24, decided upon August 3 and 4 as the date for the annual convention, to be held in that city.

The Kansas City, Mo., city council has passed an ordinance granting the Woolsey & Stahl Hay Co. the right to construct a switch track to connect its place of business with the Missouri Pacific Railroad.

The warehouse of the F. M. Greenough Co., hay dealers at Toledo, Ohio, who went into bankruptcy some time ago, will be sold at public auction. The building cost about \$10,000 and was appraised at \$7,000.

Advices from Crookston, Minn., state that the hay crop in that section will be enormous, according to present conditions. This applies to both wild and tame hay. Around Winona, Minn., the same conditions are said to exist.

J. C. Beldon's hay barn at Ashmore, Ill., containing 100 tons of baled hay, was destroyed by fire of unknown origin on the evening of May 23. His elevator and residence, near by, were saved. The loss is \$3,000; insurance unknown.

George H. Smith of Chicago has become a member of the B. F. Morrow Commission Co. of this city. He has been identified with the hay trade for over twenty years and has been connected with several of the leading firms in this line.

W. W. Robinson, a hay and grain dealer of Seattle, Wash., was the lowest bidder on the contract for supplying 1,000 tons of double compressed hay for government use in the Philippines. His bid was \$15.35 per ton f. o. b. Seattle for Eastern Washington hay compressed to 82 cubic feet, and \$15.70 for the same compressed to 75 cubic feet.

The hay shippers of Montreal, Que., have organized an association, which later on may be affiliated with the Montreal Board of Trade as one of its numerous branches. It is known as the Montreal Hay Exporters' Association, and the officers are as follows: John Scott, president; Joseph Quintal, vice-president, and J. C. Bisailon, secretary-treasurer. The members of the committee of

management, in addition to the foregoing, are J. S. Going and J. A. McDonnell.

The harvest of alfalfa hay around Pendleton, Ore., commenced about June 1. The crop is turning out much better than last year.

The Mealfalfa Co. of Stockton, Cal., which commenced business a short time ago, has filed a certificate of an increase of its capital stock from \$50,000 to \$100,000. The plant is kept in constant operation to fill orders for the new feed. In connection with the operation of the alfalfa meal mill the company also does a general hay business.

The Grain and Hay Receivers' Association of Baltimore was incorporated recently by W. G. Bishop, George A. Hax, Harry C. Jones, Egil Steen and J. Albert Loane, all members of the Baltimore Chamber of Commerce. The purposes of the organization are to protect and advance the mutual interests of Baltimore receivers of hay, grain, feed, etc.

The Terminal Warehouse Co., Baltimore, Md., which operates the hay sheds of the Pennsylvania Railroad in that city, has acquired a number of pieces of property on Front, Exeter and Constitution streets with a combined frontage of about 400 feet. Upon this tract the company proposes to build a two-story warehouse. Part of the property adjoins the present Pennsylvania Hay House.

The Pittsburg Grain and Hay Reporter presents a statement showing that the receipts of hay in that market for the past twelve years, ending May 1, were as follows: For the year 1894, 78,005 tons; 1895, 83,365 tons; 1896, 73,878 tons; 1897, 69,185 tons; 1898, 64,239 tons; 1899, 64,262 tons; 1900, 83,103 tons; 1901, 91,608 tons; 1902, 105,915 tons; 1903, 108,917 tons; 1904, 131,928 tons; 1905, 115,690 tons.

According to statements made recently on the floor of the Baltimore Chamber of Commerce, the Maryland hay crop is likely to be small this year, and the crop may not be more than half what it was last year. The report of the United States Agricultural Department for last year shows the acreage in hay in Maryland to have been 301,064, and the average yield per acre last year to have been about 1.36 tons. In many sections this year it is said the yield per acre will not amount to more than half a ton. The excessive cool and dry weather this spring is given as the cause of the shortage.

A press report from Charlottetown, Prince Edwards Island says: "Trouble has arisen over the impounding by the Dominion government of hay bought by the provincial government in December last in Quebec, hundreds of tons of which are yet at Pictou. The hay held up is in the Dominion warehouses at Charlottetown and Georgetown. The Dominion government undertook to give free transportation over the government railways and steamers for this hay. Now a charge is made for the transfer of the hay from the Intercolonial Railway to the steamers of 85 cents per ton, a total of about \$5,000. It is for this extra charge that the hay is impounded. Farmers, some of whose cattle have starved, and others are starving, have driven in scores to Georgetown and this city, over almost impassable roads, to get the promised hay, only to find it locked up."

The Missouri Railroad and Warehouse Commission met in St. Louis on June 6 to take up the hay-inspection question. The new system for inspecting hay goes into effect June 17. In the interim inspectors will be appointed by the board at Jefferson City. All the rules of the National Hay Association will be adopted, both as to inspection and grading. The new system simply transfers the authority from the Hay Exchange to the Railroad and Warehouse Commission. The new inspectors will be announced from Jefferson City. Many of the present inspectors will be retained. While the board was in session members of the transportation committee of the Merchants' Exchange appeared and presented complaints relative to switching and reconsignment charges. The board decided that one free switch should be allowed by all railroads in St. Louis.

The hay, feed and grain warehouses of the Menefee-Drought Hay Co. and Huffine & Co., at 19-29 Ewing Street, Kansas City, Kan., were totally destroyed by fire at an early hour on the morning of May 25. Nothing but the papers and hooks in the safes were saved. The fire originated in the Menefee-Drought Co.'s warehouse and is supposed to have been caused by lightning. When the blaze was discovered, at 3 o'clock a. m., it had gained so much headway that the building in which it originated was past saving. The warehouses were separated by a narrow alley and the flames soon spread to Huffine & Co.'s building. The total loss on buildings and contents is estimated at \$34,500, partially covered by insurance. The Menefee-Drought Co. had 500 tons of hay and 5,000 bushels of grain stored in its warehouse. This stock was valued at \$7,500. The building was owned by the Kansas City Stock Yards Co. and

valued at \$10,000. Huffine & Co.'s stock consisted of 700 tons of hay and 3,000 bushels of grain, valued at about \$12,000. This warehouse was also owned by other parties than the occupants and was valued at \$10,000.

The St. Louis Hay Receivers' Association recently gave a smoker at the Jefferson Clubhouse to the wholesale and retail feed dealers and the local agents and representatives of the railroads entering St. Louis and East St. Louis. The invitations were unique, being gotten up after the form of the official car-order card of the Hay Receivers' Association. A number of three-minute talks on subjects of mutual interest were given during the evening.

### CONVENTION DELEGATES.

The delegates to the convention of the National Hay Association at Toledo, Ohio, July 18, 19 and 20, appointed by the different exchanges, are as follows: Chicago Board of Trade—George S. Bridge, H. H. Freeman and W. J. Thompson. Memphis Merchants' Exchange—T. B. Andrews, H. H. Maury and S. T. Pease. Kansas City Board of Trade—J. A. Brubaker, H. J. Schilling, Samuel Hardin, E. B. Russell and D. W. Dehoney. Minneapolis Chamber of Commerce—W. P. Devereux, G. E. Sanborn, L. B. Sanford, H. G. Atwood, J. H. Kennedy and John McGregor. Little Rock Board of Trade, Little Rock, Ark.—Dan Daniels, J. T. Greenfield and Fred L. Gossell. National Board of Trade—A. T. Anderson.

### NEW PHILADELPHIA HAY RULES.

At a recent meeting of the hay and straw dealers of Philadelphia, the new rules governing the hay and straw trade of the Commercial Exchange, formulated by a special committee of the exchange, in conjunction with the regular hay and straw committee of that body, were approved. The principal change from the former rules is a clause providing for the appointment of a deputy hay inspector, whose services, when required by either the buyer or seller, are to be paid for on a basis of 50 cents per car at all public receiving points in that city, and 75 cents per car at Camden points. The new rules also provide for an arbitration committee to which an appeal from the inspector's ruling may be taken. Heretofore inspections of hay were made, on request, by some member of the standing hay and straw committee, but important interests in the trade had long been agitating the question of a regularly appointed inspector who would pass judgment on arrivals of hay according to standards fixed at the beginning of the season in much the same way as oats are inspected.

The following rule regarding hay and straw commissions, was adopted at a meeting held on May 18, and ratified by the board of directors on May 25: "Rule 8.—Commission Rates.—The rate of commission or brokerage charges for selling hay and straw shall be 75 cents per ton, when such sales are made for account of non-members. In addition to the foregoing rate of commission there shall be charged inspection when official inspection is made, and the customary storage charge shall be made on all property held or carried in any manner. No rebate, drawback, brokerage, or allowance of any kind shall be made to shippers, directly or indirectly, or through any other party or parties. Nothing in this article shall be construed to forbid any higher rate of commission being charged. The provisions of this rule shall not apply to transactions between members of this Exchange." The above rule was effective June 5.

### REVIEW OF THE CHICAGO HAY MARKET.

The prices ruling for hay on the Chicago market during the past four weeks, according to the Daily Trade Bulletin, were as follows:

During the week ending May 20, quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.00@9.50; No. 3 Timothy, \$7.00@9.00; Choice Prairie, \$10.00@11.00; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00@7.00; No. 4 Prairie, \$6.00@6.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$5.00@13.50 for poor to choice Timothy, \$5.50@6.00 for State, and \$7.00@10.00 for Iowa, Nebraska and Kansas Prairie Hay. Rye Straw sold at \$10.50@11.00, and Oat Straw at \$6.50@7.00. The receipts for the week were 4,159 tons, against 4,952 tons for the previous week. Shipments for the week were 222 tons, against 167 tons for the previous week. Low grades and damaged hay were very dull and almost unsalable.

During the week ending May 27, quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.00@9.50; No. 3 Timothy, \$7.00@9.00; Choice Prairie, \$10.00@11.00; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00



@7.00; No. 4 Prairie, \$6.00@6.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$6.25@12.50 for poor to good Timothy, \$5.00 for State, and \$7.00 @11.00 for Nebraska and Kansas Prairie Hay. Rye Straw sold at \$10.50@11.00, Wheat Straw at \$6.50 and Oat Straw at \$6.75@7.00. The receipts for the week were 5,165 tons, against 4,159 tons for the previous week. Shipments for the week were 200 tons, against 222 tons for the previous week. Prices showed no material change over the previous week, though the poor grades were weak.

During the week ending June 3, quotations at the close ranged as follows: Choice Timothy, \$12.50@13.50; No. 1 Timothy, \$11.00@12.00; No. 2 Timothy, \$9.00@9.50; No. 3 Timothy, \$7.00@9.00; Choice Prairie, \$10.00@11.00; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00 @7.00; No. 4 Prairie, \$6.00@6.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$7.00@13.00 for poor to choice Timothy, \$5.00@7.00 for State, and \$6.50 for Iowa Prairie Hay. Rye Straw sold at \$9.50@10.00 for common, and Oat Straw at \$6.50 @7.00. The receipts for the week were 3,949 tons, against 5,165 tons for the previous week. Shipments for the week were 241 tons, against 200 tons for the previous week. Trade was very quiet during the week. The arrivals showed a falling off and the demand was light.

During the week ending June 10 quotations at the close ranged as follows: Choice Timothy, \$12.50@13.00; No. 1 Timothy, \$10.50@11.50; No. 2 Timothy, \$9.00@9.50; No. 3 Timothy, \$7.00@9.00; Choice Prairie, \$10.00@11.00; No. 1 Prairie, \$8.00@9.00; No. 2 Prairie, \$7.00@7.50; No. 3 Prairie, \$6.00 @7.00; No. 4 Prairie, \$6.00@6.50. Inside prices on Prairie Hay for State and outside for Kansas, Nebraska and Iowa Hay. Sales ranged at \$6.00@13.00 for poor to choice Timothy, \$6.75 for State, and \$5.50@10.50 for Iowa and Kansas Prairie Hay. Rye Straw sold at \$10.50@11.00, and Oat Straw at \$6.00 @7.25. The receipts for the week were 5,412 tons, against 3,949 tons for the previous week. Shipments for the week were 318 tons, against 241 tons for the previous week. Both Timothy and Prairie Hay were dull throughout the week. The demand was light from all sources and receivers found it difficult to effect sales. Prices declined 50 cents per ton for some grades.

## BARLEY AND MALT

Julius Geiselhart, a maltster of Allegheny, Pa., is dead.

The Wenatchee Brewing and Malting Co. of Wenatchee, Wash., has filed articles of incorporation with a capital stock of \$20,000.

It is reported that J. O'Brien of Revelstoke, B. C., will erect a brewery and malting plant in Vernon, B. C., at a cost of about \$50,000.

The Bosch-Ryan Grain Co. of Davenport, Iowa, has filed an amendment to its articles of incorporation, changing the corporate name to the Bosch Consumers' Barley and Malt Co.

The American Malting Co. has secured title to the site for its new malting plant and elevator on the Buffalo River in Buffalo, N. Y. The property has a frontage of 450 feet and is from 400 to 600 feet deep.

The Niagara Malting Co. has been incorporated at Buffalo, N. Y., with a capital stock of \$200,000, divided into 2,000 shares. The directors are: Dr. Alexander M. Curtiss, George J. Meyer and Colman Curtiss.

The contract for the foundation of the Walter Bros. Brewing Co.'s new 50,000-bushel barley elevator at Neenah, Wis., has been let and work commenced. The contract for the elevator proper will be awarded on June 19.

### IMPORTS AND EXPORTS OF BARLEY AND MALT.

Imports--	Bushels.	Value.
April, 1904 .....	10,179	\$ 5,423
April, 1905 .....	50	36
Ten mo. end. April, 1904....	84,547	42,148
Ten mo. end. April, 1905....	80,993	39,524
Exports--		
April, 1904 .....	719,406	407,444
April, 1905 .....	633,590	316,786
Ten mo. end. April, 1904....	10,555,303	6,103,871
Ten mo. end. April, 1905....	9,879,475	5,207,343

#### BARLEY MALT.

Exports--	Bushels.	Value.
April, 1904 .....	31,144	20,631
April, 1905 .....	80,259	53,910
Ten mo. end. April, 1904....	346,842	248,288
Ten mo. end. April, 1905....	403,341	280,678

## CROP REPORTS

Wheat harvesting began in Cowley County, Kan., on June 5.

It has been necessary to replant considerable corn in New England.

The Ogilvie Flour Mills Co., Ltd., estimates the wheat in farmers' hands at 2 million bushels.

In Montana wheat and oats have made about normal growth and are in excellent condition.

The crop report issued on June 1 by the Canadian Pacific Railway shows that wheat conditions in Manitoba and the Territories are very favorable.

Logan of Kansas City estimates a wheat crop of 21 million bushels for Oklahoma and 80 million bushels for Kansas, on replies from 300 points in the two states.

The Market Record of Minneapolis says that according to reports received from correspondence the acreage seeded to oats in Minnesota and North Dakota, taking the states as a whole, shows little change from last year.

Early planted corn in South Dakota is generally up, with mostly good stands indicated, and the late planted is coming up favorably, according to the state report dated June 5. Considerable early corn is being cultivated.

On reports from all over the wheat belt of Eastern Washington, the Seattle Post-Intelligencer states that unless conditions change in the next few weeks indications are that the crop will be the largest ever harvested in the state.

Wheat on low lands in North Dakota is not doing well. It is generally thin and has a poor color. Flax seeding is about finished. Oats are mostly up and the crop is doing fairly well. The growth of corn has been retarded by cool weather.

The Kentucky state report for June makes the wheat crop 75, as compared with 92 a month ago, 67 one year ago, and 79 in July, 1904. The oats condition is 100 against 85 a year ago. Corn condition is 90, as compared with 87 at the corresponding date last year.

The last report of the Tennessee crop bureau is to the effect that corn is growing rapidly, some of the early plantings having received the final plowing. Wheat is ripening and harvest has begun in some sections. Much injury by rust is reported. Oats are fine and are heading.

The Alabama report for the week ending June 7 states that upland corn has received needed cultivation, and much has been laid by over the southern half of the state. Much of the lowland corn was so badly damaged by worms that it has been replanted. Oats are making a satisfactory yield.

In a report issued by the Kansas state board of agriculture on June 9, it is stated that in the main corn was planted late. The development and cultivation have been slow, although conditions are improving. This year's area shows an increase of approximately 750,000 acres over the area of 1904, which was 6,494,158,000 acres.

The replanting of corn in Nebraska has progressed rapidly. Cultivation is general all over the state and the crop has improved in condition, although the stand is thin in many fields. Wheat conditions are satisfactory, but some damage is reported from fly and rust. Oats have shown some improvement and generally are doing nicely.

The threatened damage to the wheat crop of Oklahoma from rust did not materialize. Secretary Topping of the Oklahoma Millers' Association, who made a tour of the state early in the month, reported that much of the rust had disappeared and that the wheat was more promising than earlier in the season. Harvesting has been commenced in some sections.

While some planting remains to be done, the bulk of the Illinois corn crop is in the ground, according to the last state report. The weather has been very favorable for field work, and much cultivating has been done in the northern district, while in the central and southern districts in many instances the crop has been cultivated the second time. Wheat harvesting has been commenced in the southern district. Barley has made good growth and rye continues promising.

The Missouri state report dated June 2 says that considerable complaint is made throughout the northern part of the state that corn has not come up to a good stand and that a great deal of replanting has been done. Taking the average condition of the crop of the entire state, however, the prospect is equal to a full average. The present condition is 83, as compared with 73 last year and a five-year average of 81. The acreage is

estimated at 6 per cent larger than last year, or almost equal to the large acreage for the year 1902. Wheat condition is 81, as compared with 89 one month ago, 81 one year ago and a five-year average of 84. Oats condition is 87, as compared with 77 at a corresponding date last year.

The harvesting of oats in Texas began early in the month, and according to reports from the central part of the state, the crop is showing up nicely. At the meeting of the Texas Grain Dealers' Association at Fort Worth, on June 6, the expressions were general that the oats crop was the best Texas has had in many years. The same report was made on the corn crop, but wheat appears to be rather an uncertain proposition. Some of the dealers estimated a crop of not to exceed 9 million bushels.

The Ohio state report for June 1 says that work on the corn ground has been retarded by heavy rains, and there are still many fields to be planted. Much of the early planted seed rotted in the ground, necessitating replanting. Cut worms are also doing considerable damage. The wheat condition has steadily improved since the opening of the spring. The condition on June 1 was 93, as compared with 90 on May 1. The condition of oats is reported at 92 per cent of the full average, with a large acreage seeded.

While the heavy rains during May cut down the Iowa corn acreage to a certain extent, well posted grain men claim that the damage was not excessive. The state report for the week ending June 5 says that most of the reports indicate good progress in cleaning the corn, and that the late planted fields show more ready germination and a better stand than the earliest planting. Altogether the condition of the corn crop is better than it was at the corresponding date last year, the fields being drier and cleaner and the plants showing better color.

George H. Wells, secretary of the Iowa Grain Dealers' Association, has prepared a statement showing that only one-eighth of the corn crop of Iowa is marketed, and that the same ratio follows in the other states of the Middle West. In Kansas City, Chicago, St. Louis, Minneapolis, Peoria, Milwaukee and Memphis there were marketed last year 163,548,000 bushels of corn out of a crop of 1,325,023,000 bushels. On the basis of the amount of grain shipped out of Iowa, and the fact that there are 1,800 elevators, Mr. Wells has estimated that each elevator earns only \$875 a year.

Preliminary returns to the chief of the bureau of statistics of the Department of Agriculture on the acreage of spring wheat sown indicate an area of about 17,613,000 acres, an increase of 472,000 acres, or 2.8 per cent, from the estimate of the acreage sown last year. The average condition of spring wheat on June 1 was 93.7, as compared with 93.4 at the corresponding date last year, and a ten-year average of 94.4. The following table shows for the five principal spring wheat states the acreage compared with last year, on a percentage basis, and the condition on June 1 in each of the last two years, with a ten-year average:

States.	Acreage Compared with Last Year.	Condition June 1.		
		1905.	1904.	Ten-year Average.
Minnesota.....	102	92	92	95
North Dakota.....	109	95	94	95
South Dakota.....	98	92	96	96
Iowa.....	99	93	95	96
Washington.....	107	97	92	94
United States.....	102.8	93.7	93.4	94.4

The average condition of winter wheat on June 1 was 85.5, as compared with 92.5 on May 1, 1905, 77.7 on June 1, 1904, and a ten-year average of 79.2. The following table shows for each of the principal winter wheat states the condition on June 1 in each of the last two years, and that on May 1, 1905, with the ten-year June averages:

States.	This Month.	Last Month.	June 1, 1904.	Ten-year Average.
Kansas.....	78	92	84	78
Missouri.....	84	93	85	78
Nebraska.....	93	97	85	83
Indiana.....	91	95	58	67
California.....	78	90	80	80
Ohio.....	95	94	55	71
Illinois.....	80	89	81	69
Pennsylvania.....	94	95	75	85
Oklahoma.....	75	89	67	85
Texas.....	76	94	72	78
Michigan.....	95	95	54	71
United States.....	85.5	92.5	77.7	79.2

The total reported area in oats is about 27,688,000 acres, an increase of 42,000 acres, or two-tenths of one per cent, in the area sown last year. The average condition of oats on June 1 was 92.9, against 89.2 on June 1, 1904, and a ten-year average of 90.1. The following table shows for the nine principal oat states the acreage compared



with last year, on a percentage basis, and the condition on June 1 in each of the last two years, with the ten-year June averages:

States.	Acreage Compared with Last Year.	Condition June 1.		
		1905.	1904.	Ten-year Average.
Iowa.....	98	96	90	96
Illinois.....	102	93	87	89
Wisconsin.....	102	95	93	95
Minnesota.....	99	93	93	95
Nebraska.....	100	90	92	92
Indiana.....	105	97	89	88
New York.....	101	94	93	90
Pennsylvania.....	99	90	93	88
Ohio.....	96	92	90	85
United States.....	100.2	92.9	89.2	90.1

The acreage reported as under barley is less than that sown last year by about 172,000 acres, or 3.4 per cent. The average condition of barley is 93.7, against 90.5 on June 1, 1904, and a ten-year average of 89.9.

Corn planting in Indiana has been done under difficulties, owing to continued wet weather. The state report for the week ending June 5 says that owing to washouts, flooding and the ravages of cut worms, a large acreage will be replanted. Early planted corn on sandy soil and rolling ground that has been dry enough to cultivate is doing fairly well, although its growth is slow. Much of the crop is foul and badly in need of cultivation as well as higher temperature.

## PERSONAL

Sam Johnson has succeeded Norman Nelson as wheat buyer at Revillo, S. D.

G. A. Field succeeds Robert Lane as manager of the Farmers' Elevator at Deer Creek, Ill.

James Valek is the new wheat buyer for the S. Y. Hyde Elevator Co. at Northfield, Minn.

Dan Wilson, agent for the Powers Elevator Co. at Berea, N. D., became a benedict recently.

F. A. Miller has removed from Enid to Fairmount, Okla., and taken charge of an elevator.

E. S. Wheeler of Marathon, Iowa, is the new manager of the Wheeler Elevator at Manson, Iowa.

Fred Slipsager of Palmer, Kan., has taken charge of the Baker-Crowell Elevator at Bloomington, Kan.

Fred Wellington of Manson, Iowa, has accepted the position of manager of an elevator at Marcus, Iowa.

G. A. Koenig has been elected manager and buyer for the Farmers' Elevator Co. of Lambert, Minn.

W. E. Martin has taken the position of wheat buyer for the Woodworth Elevator Co. at Sedan, Minn.

R. L. Deen, formerly of Minneota, Minn., is now grain buyer for the Mutual Elevator Co. at Dolliver, Iowa.

O. H. Peters is now at Middle River, Minn., as buyer and agent for the Red Lake Falls (Minn.) Milling Co.

C. E. Rowe has been elected manager and grain buyer for the Ellendale Farmers' Elevator Co. of Ellendale, Minn.

V. S. Beall of Delta, Iowa, has taken charge of the Neola Elevator Co.'s elevator and lumber yard at Oskaloosa, Iowa.

J. Janski, who has been working as second man in the Powers Elevator at Rice, Minn., now has charge of the house.

R. McCrady, formerly agent for the Imperial Elevator Co. at Foley, Minn., has been transferred to Detroit City, Minn.

G. E. Lee, formerly buyer for the Atlas Elevator Co. at Minneota, Minn., has taken charge of the Mutual Elevator there.

H. H. Smith, until recently a grain dealer at La Grange, Ind., has purchased an interest in a general store at Lima, Ind.

Advices from Syracuse, Neb., state that O. O. Franklin, manager for the Powell Grain Co., has mysteriously disappeared.

C. F. Cutler of Fargo, N. D., will have charge of the Minneapolis & Northern Elevator Co.'s house at Lakota, N. D., this season.

Ludvig Berkland of Twin Valley, Minn., will act as wheat buyer for the Thorpe Elevator Co. at Borup, Minn., this season.

John Franz, for the past three years manager of the Pride Elevator Co.'s house at Meriden, Minn., has resigned and will take charge of an elevator in North Dakota for the Andrews & Gage Co. of

Minneapolis. Mr. Franz owns a farm in the section where he will locate and will manage that in connection with his other duties.

W. G. Griffin, agent for the Springfield Milling Co. at Milroy, Minn., is taking a two months' vacation while the elevator is closed.

Howard G. Bundy, buyer for the Osborne-McMillan Elevator Co. at Voltaire, N. D., was married at Carlos, Minn., recently.

A. C. Bayers has given up his position as grain buyer for the Reis Elevator Co. at Pricelyn, Minn., to attend college at Humboldt, Iowa.

V. Tornquist of Kidder, S. D., has taken the position of grain buyer for the St. Anthony and Dakota Elevator Co. at Wolverton, Minn.

Claude Smith has taken charge of the Westbrook-Gibbons Elevator at Wahoo, Neb., succeeding Mr. Pettys, who has taken a traveling position.

Charles Benson, formerly with the Goodhue Mill Co. of Cannon Falls, Minn., has taken a position with the Cannon Falls Farmers' Elevator Co.

C. K. Davis of Dover, Minn., succeeds C. De Vries as manager for the Western Grain Co. at Aurelia, Iowa. Mr. De Vries will move to Boyden, Iowa.

B. A. Lockwood, head of the B. A. Lockwood Grain Co. of Des Moines, Iowa, has had plans prepared for the erection of a handsome residence in that city.

Albert Johnson has accepted the position of manager of the Eagle Roller Mill Co.'s elevator at Boyd, Minn., and has moved from Sleepy Eye to that place.

A. Nelson, who has been buying wheat at Cisco for the past year, has been transferred to Bronson, Minn., a new town on the Soo. The elevator at Cisco is closed.

L. H. Dunn, buyer for the Benson Grain Co. at Luverne, Minn., for the past three years, has accepted a similar position with the Truax Elevator Co. at Lennox, S. D.

Dennis T. Keefe, who had been the assistant of the late L. J. Rens at the H. E. McEachron Co.'s elevator and warehouse in Oconto, Wis., for some time, has been appointed manager.

John D. O'Leary of Flandreau, S. D., has succeeded P. J. Norton as agent for the Peavey Elevator Co. at Adrian, Minn. Mr. Norton has secured a position with the New Prague (Minn.) Flouring Mill Co.

A. J. Schmitz, for the past two or three years agent for the Monarch Elevator Co. at Little Falls, Minn., will shortly remove to Penn, N. D. The elevator at Little Falls has been leased by the farmers' organization.

P. Martins Jr., who has been in charge of the C. S. Christensen Co.'s elevator at Madelia, Minn., for some time, has accepted the position of manager of the Butterfield Mill at Butterfield, Minn., and removed to that place.

The Renville County, Minn., grand jury refused to return an indictment against A. E. Pehrson, formerly grain buyer for the Pacific Elevator Co. at Fairfax, Minn., held on the charge of embezzling \$700 of the company's funds.

William D. Goodwin has severed his connection with the firm of D. B. Hodgkins' Sons, grain and flour dealers at Manchester, Mass., and taken the position of local manager for Albert Dodge & Sons, millers and grain dealers of Beverly, Mass.

J. F. De Kiere, who has been buyer at Marshall, Minn., for the Western Elevator Co., formerly the Marfield Co., for the past two years, will move to Ceylon, Minn., and manage an elevator for the Mutual Elevator Co., in which he is interested.

Tenant farmers in Indiana who dispose of grain belonging to the landlords are declared guilty of embezzlement by a law passed at the recent session of the legislature. The penalty is imprisonment for one to three years.

The Union Grain and Hay Co. of Cincinnati, Ohio, on May 27 sold to a Hamburg, Germany, firm ten cars of Kentucky blue grass seed. The seed was shipped by I. F. Tabb of Mt. Sterling, Ky., and is said to be the largest export sale of such seed ever made by a Cincinnati house.

The business of the Holloway Seed and Grain Co. at Dallas, Texas, has been taken over by the Holloway Seed and Floral Co. M. G. Holloway retires after spending thirty years in the seed trade and is succeeded by O. W. Robinson and R. C. Bryant in the management of the business.

All the counties in Indiana have reported their yield of clover seed for 1904 and according to the summary recently completed in the state statistician's office the total yield of the state amounted to 301,250 bushels. This is a decrease of more than 1,000,000 bushels compared with 1903, when the total yield was 1,314,594 bushels.

## LATE PATENTS

Issued on May 9, 1905.

Mill.—Arthur A. Ambler, Springfield, Ohio, assignor to the Foss Manufacturing Company, Springfield, Ohio. Filed April 16, 1903. No. 789,198. See cut.

Grain Scourer and Separator.—John B. Cornwall, Moline, Ill., assignor to the Barnard & Leas Manufacturing Company, Moline, Ill. Filed September 7, 1904. No. 789,259. See cut.

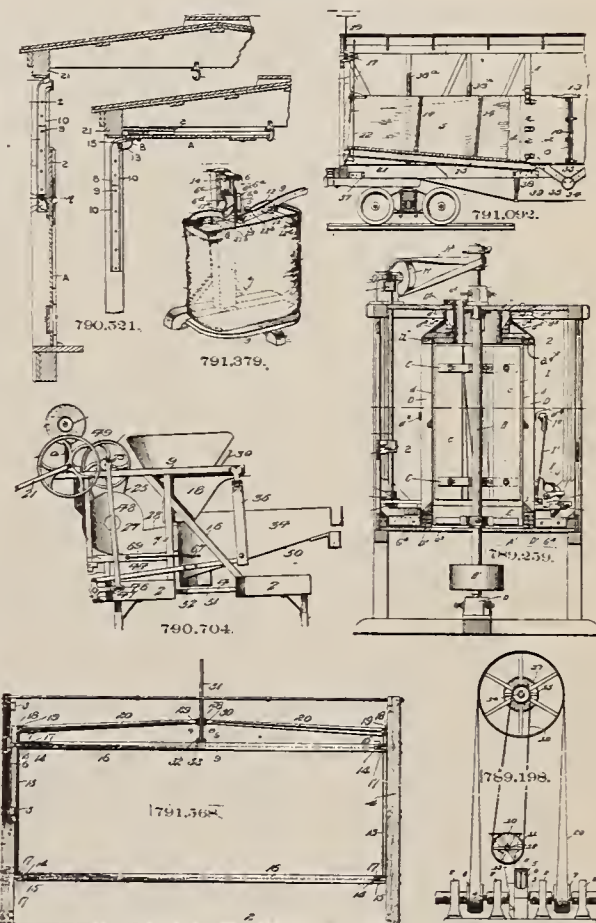
Issued on May 16, 1905.

Method of Erecting Metal Concrete Structures.—John S. Metcalf, Chicago, Ill., assignor to John S. Metcalf Co., Chicago, Ill. Filed August 8, 1904. No. 789,988.

Means for Use in Erecting Metal Concrete Structures.—James Spelman, Chicago, Ill., assignor to John S. Metcalf Co., Chicago, Ill. Filed August 8, 1904. No. 790,007.

Issued on May 23, 1905.

Grain Door for Railway Cars.—Kistel Osel, St.



Paul, Minn. Filed July 18, 1904. No. 790,521. See cut.

Grain Separator.—Frank S. Osborne, Shinglehouse, Pa. Filed July 1, 1904. No. 790,704. See cut.

Issued on May 30, 1905.

Grain Car.—Edgar B. Gilleland and Ulysses G. Charles, Wichita, Kan. Filed September 6, 1904. No. 791,092. See cut.

Bag Holder.—William Terry, Pearl City, Ill. Filed August 10, 1904. No. 791,379. See cut.

Issued on June 6, 1905.

Wagon Scale.—Benjamin T. McDonald Jr. and James M. McDonald, Pleasant Hill, Mo. Filed June 30, 1904. No. 791,568. See cut.

Grain and Feed Drying Apparatus.—Christian Anderson and Adolph Woolner, Jr., Peoria, Ill. Filed September 15, 1900. No. 791,600.

April exports of flaxseed amounted to 189 bushels, valued at \$242, as compared with exports of 192 bushels, valued at \$207, for the preceding April. For the ten months ending with April 1,287 bushels of flaxseed, valued at \$1,681, were exported, as compared with 758,169 bushels, valued at \$820,414, for the corresponding period ending with the preceding April.

Imports of flaxseed for the month of April amounted to 798 bushels, valued at \$878, as compared with 4,266 bushels, valued at \$4,605, for the preceding April. The total imports of flaxseed for the ten months ending with April aggregated 93,051 bushels, valued at \$82,564, as compared with 19,355 bushels, valued at \$23,556, for the ten months ending with the preceding April.



## Miscellaneous & Notices

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

### HAY WANTED.

Our commission, 50 cents per ton. It will pay you to send for our market report.

E. K. LEMONT & SON, Bourse Bldg., Philadelphia, Pa.

### MAKE YOUR WANT KNOWN.

There are few mind readers and when you want to convey an idea to a grain shipper or receiver it's best to either put it in type or shout it at him. The "American Elevator and Grain Trade" reaches a large class of readers who will read your wishes if you have them put in type in these columns.

### BUSINESS CHANCE.

Five thousand dollars additional capital required to operate a transfer, cleaning and mixing elevator in connection with our established grain commission and track buying business, located in a city with all railroad advantages. This is a splendid opportunity for a good grain man. Address at once

A. B. C., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

### GRAIN WANTED

#### GRAIN WANTED.

Wanted—Feed barley and new No. 2 and No. 3 rye.

W. H. SMALL & CO., Evansville, Ind.

#### PRICES WANTED.

The Chattanooga Brokerage Company, Chattanooga, Tenn., want prices on corn, wheat, oats and hay, and all kinds of feedstuff. Wire or write.

## For Sale

[Copy for notices under this head should reach us by the 12th of the month to insure insertion in the issue for that month.]

#### FOR SALE.

Lands in central South Dakota at right prices. A first-class investment and safer than a bank. Address

J. S. IRWIN, Blunt, S. D.

#### MONEY IN YOUR POCKET.

If you want to change that second-hand machine into money advertise it in this department. Or if you have a grain elevator to sell or rent, or wish to buy, make your wants known through these columns.

### MACHINERY

#### FOR SALE.

One three-horsepower Fairbanks Gasoline Engine, almost new.

WELLINGTON MILLING & ELEVATOR CO., Wellington, Kan.

#### FOR SALE.

Otto Gas or Gasoline Engine, 38 horsepower, good as new, but too small; now being replaced by 75-horsepower engine. Will sell cheap for cash, or a little cash and balance on time, payments to suit. Address

THE H. L. STRONG GRAIN CO., Kansas City, Mo.

#### FOR SALE.

One 35-horsepower Corliss engine and one 50-horsepower boiler in good condition. Address  
W. H. BICKEL, Vinton, Iowa.

#### SECOND-HAND ENGINES AND MACHINERY.

One 30-horse Chandler & Taylor Engine, good as new.

One 25-horse Nagle Engine, good as new.

One 35-horse old style engine, good repair.

One No. 2 Victor Corn Sheller.

One No. 2 Cornwall Corn Cleaner.

One No. 1 Western Shaker Cleaner.

One No. 6 Clipper Grain and Seed Fan.

One 12-inch Boss Car Loader.

One 14-inch Boss Car Loader.

One cast-iron distributing spout, 14-inch.

Also large number of pulleys, both wood and iron.

All of the above for sale very cheap. Write for further description and prices.

CRABBS REYNOLDS TAYLOR CO., Crawfordsville, Ind.

### GRAIN AND SEEDS

#### FOR SALE.

Recleaned rye for distillers; also mixed cars made up of grain, flour and feed. Let us hear from you.

GOSHEN MILLING CO., Goshen, Ind.

### ELEVATORS

#### FOR SALE.

Two modern elevators on Soo Railway; both good points. Address,

521 BOARD OF TRADE, Duluth, Minn.

#### FOR SALE.

Modern elevator for sale. New; 40,000 bushels; at good grain point; \$7,500; easy terms. Address  
C. J. MEYER, Peotone, Ill.

#### FOR SALE.

Two modern elevators at fine grain points. Easy competition and great money makers. Prices reasonable. Write at once.

J. H. EVERSOLE, Sublette, Ill.

#### FOR SALE.

A 15,000 to 20,000 bushel elevator, with good feed and machinery business in connection, in good residence, school and church town. Address

LOCK BOX 68, Traer, Iowa.

#### FOR SALE OR RENT.

Elevator for sale or rent; 35,000 bushels' capacity; gasoline engine power; Monitor Cleaner and feed grinder; doing first-class business in grain, hay, flour, feed, seeds, etc. In village of 600 people and in good farming country. Have also good hardware business in connection. Will rent or sell all together or separate, as desired. Address

LOCK BOX No. 1, Lena, Wis.

#### FOR SALE.

Good elevator in central Ohio. Cribbed construction, 12,000 bushels' capacity, 22-horsepower gasoline engine; hopper, wagon and platform scales. In splendid farming country. Good wheat, corn, oats and hay point. Only elevator in town. Only reason for selling is physical infirmity. Address  
LOCK BOX 327, Marion, Ohio.

#### FOR SALE.

Good elevator and coal business in town of 4,000. Capacity of elevator, 12,000 bushels; 25-horsepower engine; Bowsher Feed Mill; loading-out hopper scale. Everything in good condition. Excellent coal business and retail feed trade. Price, \$5,500. Located at Chicago Junction on B. & O. R. R. Address

E. E., Box 5, care "American Elevator and Grain Trade," Chicago, Ill.

### NEW ELEVATOR IN CENTRAL OHIO FOR SALE.

Modern and up to date in every respect. Most complete plant in interior Ohio. Capacity, bins cribbed, 50,000 bushels; ear corn, 8,000 bushels; mill feed, 50 tons; flour storage, 1,000 barrels. Thoroughly equipped with machinery, including a complete cornmeal outfit. In one of the best grain sections of the state. Shipping facilities unexcelled, with the advantage of five railroads. Doing a good business in grain, wholesale flour (1,000 barrels per month). Coal and retail trade. Good for four to five thousand dollars net profit per year. Best of reasons for selling. For further particulars, address

SNAP, Box 6, care "American Elevator and Grain Trade," Chicago, Ill.

### SCALES

#### SCALES FOR SALE.

Scales for elevators, mills, or for hay, grain or stock; new or second-hand at lowest prices. Lists free.

CHICAGO SCALE CO., 299 Jackson Boulevard, Chicago, Ill.

#### "THE STANDARD" SCALES.

For all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than price. Not in the trust.

THE STANDARD SCALE & SUPPLY CO., Station U., Chicago, Ill.

## ATTENTION!

I desire to inform millers and grain men visiting the Lewis & Clark Exposition at Portland that I have several of

### The "Libra" Automatic Scales

in working order on exhibition in the Foreign Building, German Department. I will be pleased to meet all interested parties and explain the advantages of the "LIBRA" over any other automatic scale in the market.

RICHARD H. ULLRICH, 16 Downs Block, Seattle, Wash.

Pacific Coast, British Columbia and Canadian Territory Agent for the Automatic Scale Company, Griesmarode, Germany.

## FOR SALE

Paxton Mill,	-	Harrisburg, Pa.	1,200 bbls.
Swartley Mill,	-	Doylestown, Pa.	120 "
Mingle-Fulmor Mill,	-	Hatboro, Pa.	100 "
Gochbauer Mill,	-	Boiling Springs, Pa.	100 "
Columbia Mill,	-	Columbia, Pa.	150 "
Loucks-Codorus Mill,	-	York, Pa.	125 "
Freed Mill,	-	North Wales, Pa.	100 "

C. H. DEMPWOLF, YORK, PA.

## Burlap Bags!! Grain Bags!!

ALL SIZES MADE TO ORDER

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WE manufacture all gauges of corrugated iron, either painted or galvanized. We make Patent Cap Roofing, Roll Cap Roofing, "V" Crimped Roofing, Metal Ceilings, etc., etc.

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And take contracts either for material alone or job completed. Write us for prices. We can save you money.



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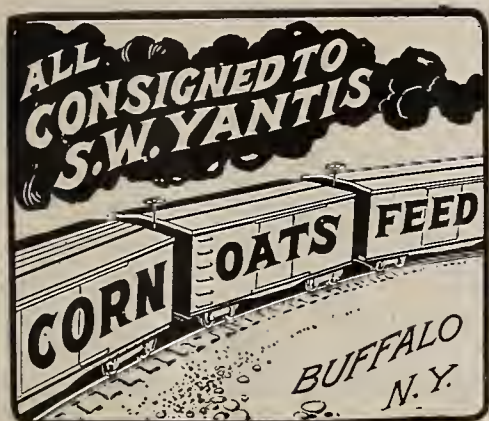
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COMMISSION  
MERCHANTS

We do not buy any grain, but handle on commission, and solicit your Buffalo consignments.

83 Chamber of Commerce,  
BUFFALO - - NEW YORK



Consign Your Grain to  
**BURNS BROS.**

44 Board Trade, Buffalo, N. Y.

QUICK SALES. IMMEDIATE RETURNS. RELIABLE REPORTS.  
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## The Wm. S. Gilbreath Seed Co.

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FIELD SEED MERCHANTS  
INDIANAPOLIS, IND.

Buyers and sellers of Field Seeds will do well to correspond with us; we handle in large quantities:

Red Clover, White Clover, Red Top, Hungarian, Kaffir Corn,  
Timothy, Alfalfa, Orchard Grass, Dwarf Essex Rape, Peas,  
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Send us your samples or ask for ours

New 'Phone 4313

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Robinson's Cipher

## NATIONAL GRAIN &amp; HAY CO.

Grain, Hay, Flour and Feed Commission

Top Market Prices—Quick Returns

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Proprietors Iron City Grain Elevator  
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Established 1878

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The Best Market in the World

Our superior facilities and connections with large buyers of HAY and GRAIN enable us to get the best prices. Liberal advances made on shipments.

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In the one spot 38 years.

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RECEIVER AND SHIPPER  
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Flour Exchange.

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Reference, Monongahela National Bank

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Write for our Daily Market Letter.

Your interests are our interests.

Special attention given to cash  
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Consumption 165,000 bushels daily

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AUTHORIZED CAPITAL \$500,000.00

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#### GENERAL GRAIN HANDLERS

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### WARNER & WILBUR,

GENERAL COMMISSION MERCHANTS

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417 and 419 Royal Insurance Building

Established 1879

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GRAIN AND FIELD SEEDS

CONSIGNMENTS AND ORDERS FOR FUTURE DELIVERY SOLICITED. :: LIBERAL ADVANCES ON CONSIGNMENTS

### J. C. Shaffer & Co.

Buyers and Shippers

== of Grain ==

240 La Salle St. Chicago

### MONTAGUE & COMPANY

COMMISSION MERCHANTS

Grain, Flour, Millstuffs and Seeds

Orders solicited in grain for future delivery

Write for our daily market letter

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Stock Brokers and Commission Merchants, Grain and Provisions

Business Solicited in any Department. Receiving, Shipping, Futures.

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We Have

every facility for handling grain on consignment or for future delivery.

Experienced Men on 'Change  
Ample Financial Resources  
Thirty Years' Experience

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77 Board of Trade

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GRAIN, PROVISIONS, STOCKS and BONDS

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W. M. Timberlake in charge of Cash Grain Department. Experienced and capable men in all departments.

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467 Bourse Bldg., Philadelphia, Pa.

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Corn for Feeders. Milling wheat a specialty, both winter and spring. Write for samples and prices. Shipment via C. & N. W. R. R.

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The METZGER-HILL CO.

Receivers Shippers

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### The Union Grain and Hay Co.

SHIPPERS AND RECEIVERS

We Make Specialties of Corn, Rye, Mixed Oats, Hay

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ESTABLISHED 1846

### C.A. KING & CO.

THE GOLDEN RULE

GRAIN AND CLOVER SEED DEALERS  
OF TOLEDO, OHIO

SPECIAL MARKET AND CROP REPORTS FREE

BE FRIENDLY

WRITE OCCASIONALLY

WIRE, WRITE OR PHONE US.

THE RAYMOND P. LIPE CO.

HAY AND GRAIN

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TRANSFER WAREHOUSES ON TERMINAL BELT, L. S. &amp; M. S. AND M. C. RAILWAYS

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J. J. COON

GRAIN, SEEDS AND FEED

61 Produce Exchange

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CONSIGNMENTS SOLICITED CASH AND FUTURES

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Incorporated 1857.

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### T. A. GRIER & CO.

### PEORIA, ILL.

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OF WHEAT, CORN, OATS AND RYE

On account of the peculiar character of the season, grain is largely off grade and we advise consignments.

WE GIVE ALL CONSIGNMENTS CAREFUL ATTENTION

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MINNEAPOLIS,

GRAIN RECEIVERS

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Consignments Solicited.

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WHEAT, CORN, OATS, HAY AND STRAW

OUR SPECIALTY: RECLEANED ILLINOIS SHELLLED CORN  
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We sell on Commission and buy direct.

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Storage capacity 8,000 bales, 30,000 bushels  
Let us know what you have to offer.

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We buy delivered either of these points, or f. o. b. your stations. Fireproof elevators and seed houses.  
Unlimited storage capacity for grain and seed. Storage capacity, 6,000,000. Unloading capacity, 300 cars daily.

Clipping Capacity, 175,000 Daily. We trade in futures.



# A Humming Business



We naturally expected when we materially improved our line of Power-Transmitting Machinery, and cut

## Prices Below The Lowest

that the trade would show their appreciation in the form of increased business.

We were pleasantly surprised, however, by the unprecedented rush of orders which followed the introduction of our popular new models at popular new prices.

Our new department is working twenty-four hours a day, but we have made provisions for handling more business, and our representatives are still ready to go anywhere and talk with any interested mill or elevator man.

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Philadelphia Branch Shops, 521 N. 23d St., Philadelphia, Pa.

GENERAL SOUTHERN OFFICE: 505 Willcox Bldg., Nashville, Tenn.  
GENERAL NORTHERN OFFICE: 309 S. Third Street, Minneapolis, Minn.  
PACIFIC COAST DEPARTMENT: 323 Alisky Bldg., Portland, Oregon

## You Can Not

Compete and pay more for conducting your business than your competitor pays.

Insurance is a large item of expense in the grain business, and as long as your competitors buy their insurance at cost in the



you cannot afford to do other than place your insurance in that company. For information write at once to

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MILL OWNERS'  
**MUTUAL FIRE INSURANCE**  
COMPANY

DES MOINES, IOWA

Insures Mills, Elevators, Warehouses  
and Contents.

Oldest Flour Mill Mutual in America

SAVED TO MEMBERS  
OVER \$1,300,000

J. G. SHARP, Secretary

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ON GRAIN ELEVATORS  
AND CONTENTS

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MILLERS' NATIONAL INSURANCE CO.  
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It is a Mutual Company which insures more mills and grain elevators than any other company in the United States.

It has been in business 27 years and its average annual cost for insurance to mutual policyholders has been about one-half of the board rates of stock companies.

It had admitted assets, January 1, 1903, of \$3,380,676.56, and a net cash surplus over all liabilities of \$466,594.95. Losses paid, \$3,939,221.28.

The same conservative management which has directed the Company's affairs all through its prosperous existence will be continued.

Before placing your insurance, write to the Company at No. 205 La Salle Street, Chicago, for a copy of the circular and statement, which fully explains the Company's method of insuring your class of property on the mutual plan. If your risk is up to the required standard you cannot afford to insure in any other company.

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Millers' Mutual Fire Insurance  
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Good, but cheap, insurance on Elevators,  
Mills, Grain Warehouses and their  
Contents.

We make a specialty of writing Grain  
that you carry for a short term.

Premium Notes in Force, \$1,200,000.00  
Cash Surplus, . . . 225,000.00

A. R. McKINNEY, Secretary.

H. D. CUMMINGS & CO.,  
159 La Salle Street, Chicago Agents.

**\$2.50** American Miller  
AND  
American Elevator  
and Grain Trade  
FOR ONE YEAR

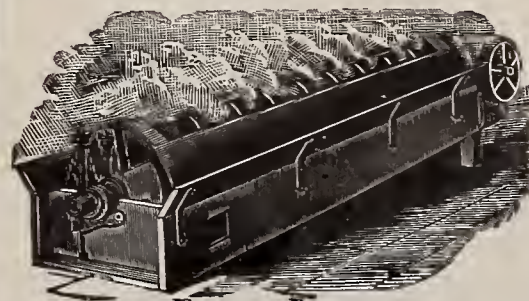
## Insurance on Elevators and Grain!

During 23 Years of Successful Business We Have Furnished Our Members the Most Reliable Insurance at about Half the Rates which Stock Insurance Companies have charged during the same period.

We Have--Paid Losses \$1,000,000.00. Total Assets \$1,250,000.00. Net Cash Surplus \$250,000.00.

Michigan Millers Mutual Fire Insurance Co.  
OF LANSING, MICHIGAN.

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**STEAM**  
**DRYER,**



Which is also a successful

Wheat Heater or Temperer  
or Dryer for Washed  
Wheat or Bran.

It leaves the Wheat in Perfect Condition for the Rolls. Will also dry Malster's, Brewer's and Distiller's Wet Grain.

Not an Experiment. In successful use 25 years drying  
CORN MEAL AND HOMINY,  
BREWERS' GRITS AND MEAL,  
BUCKWHEAT, RICE AND

ALL CEREAL PRODUCTS.  
ALSO SAND, COAL DUST, GRAPHITE AND CLAY AND ORE OF ALL KINDS!

Automatic in operation, requiring no attention. Double the capacity of any other Dryer sold for same price.

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650,000-Bushel Steel Elevator, under construction.  
This bin story was erected in 30 working days.

**Builders of Grain Elevators  
in Wood, Steel, Concrete or  
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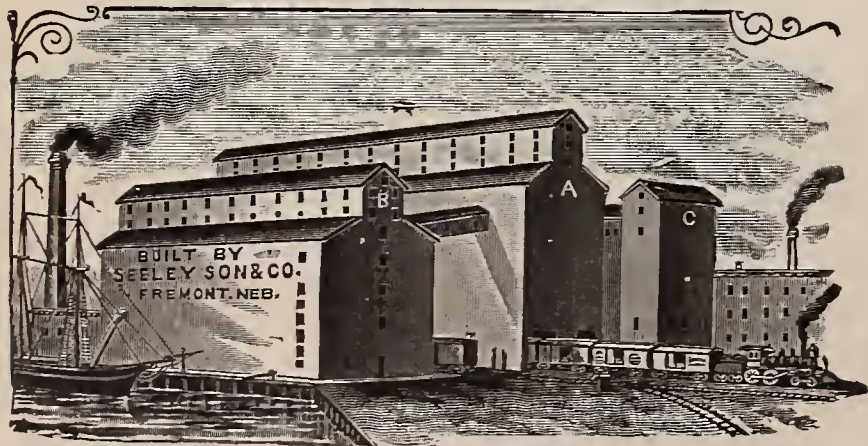
619-623 The Temple, Chicago, Ill.

A partial list of elevators which have been designed and constructed  
by us and under our supervision. Bushels.

MANCHESTER SHIP CANAL CO.'S ELEVATOR, Manchester, Eng.	1,500,000
GRAND TRUNK ELEVATOR No. 3, Portland, Me.	1,500,000
GRAND TRUNK ELEVATOR No. 2, Portland, Me.	1,000,000
NORTHERN GRAIN CO., Manitowoc, Wis.	1,400,000
BURLINGTON ELEVATOR, St. Louis, Mo.	1,300,000
UNION ELEVATOR, East St. Louis, Ill.	1,100,000
EXPORT ELEVATOR, Buffalo, N. Y.	1,000,000
J. R. BOOTH ELEVATOR, Parry Sound, Canada.	1,000,000
CHESAPEAKE & OHIO RAILWAY ELEVATOR, Newport News, Va.	1,000,000
SOUTHERN PACIFIC TERMINAL CO.'S ELEVATOR, Galveston, Tex.	1,000,000
BURLINGTON ELEVATOR, Peoria, Ill.	500,000
CANADA ATLANTIC RAILWAY ELEVATOR, Coteau Landing, Que.	500,000
HALLIDAY ELEVATOR CO.'S ELEVATOR, Cairo, Ill.	500,000
PERE MARQUETTE RAILROAD CO.'S TRANSFER ELEVATOR, Ludington, Mich.	150,000
GRAND TRUNK TRANSFER & CLIPPING ELEVATOR, Chicago, Ill.	100,000
MISSOURI PACIFIC CONCRETE & WOOD ELEVATOR, Kansas City.	1,000,000
GOEMANN GRAIN CO.'S TRANSFER ELEVATOR, Mansfield, Ohio.	100,000
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### Fremont, Neb.



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OF ALL KINDS OF

# GRAIN ELEVATORS.

## Witherspoon = Englar Company

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of*

## Fireproof Grain Elevators

Designs and Estimates promptly  
furnished for all kinds of build-  
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### COMPLETE Grain Elevators and Flour Milling Plants

Designed, erected and equipped ready for operation.  
PLANS drawn to suit any location and ESTIMATES  
SUBMITTED. Elevators built in either steel, wood  
or combination materials.

#### STEEL FIREPROOF ELEVATORS A SPECIALTY

Write for my late Illustrated Catalog on Grain Elevators.  
It will interest you. *Correspondence Solicited*

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Architect and Mechanical Engineer

Springfield, Mo.

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## Elevator or Mill Supplies....

Cleaning Machines,  
Feed Mills,  
Corn Shellers,  
Engines and Boilers,  
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Horse Powers,

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# James Stewart & Co.

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### Grain Elevator Department

1811 FISHER BUILDING

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W. R. SINKS, Mgr.

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We are prepared to design and build Grain Elevators, any place, of

STEEL BRICK WOOD  
CONCRETE TILE

We also do general contracting, and have offices in the following cities.

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# G. T. HONSTAIN

Successors to HONSTAIN BROS., Contractors and Builders of  
**GRAIN ELEVATORS**



Exchange Elevator built by G. T. Honstain, Minneapolis.  
Fireproof storage capacity 250,000 bushels.  
Working house capacity 150,000 bushels.

518 Corn Exchange Bldg.  
MINNEAPOLIS, MINN.

Nebraska City & Ill. Ele. Co.  
Chicago, 2,000,000  
Bartlett, Frazier Co.  
Chicago, 1,000,000  
H. Rogers Co.  
St. Louis, 500,000  
F. H. Peavey & Co.  
Minneapolis, 1,000,000  
S. S. Linton & Co.  
Minneapolis, 650,000  
S. S. Linton & Co.  
Minneapolis, 450,000  
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Minneapolis, 500,000  
City Elevator Co.  
Minneapolis, 400,000  
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Minneapolis, 400,000  
Royal Milling Co.  
Great Falls, Mont., 100,000  
Jennison Bros.  
Janesville, Minn., 100,000  
Four hundred country elevators from 10,000 to 50,000.

## The BARNETT & RECORD CO.

416 CORN EXCHANGE, MINNEAPOLIS, MINN.

General Contractors and Designers of Grain Elevators, Mill Buildings, Docks and Warehouses.

We are prepared to use all of the various kinds of elevator construction, but recommend our special construction known as the Record-Johnson System Patent Fireproof Semi-Porus and Glazed Cellular Tile Grain Storage Construction, covered by the following patents and which we have exclusive control: Patents Nos 664323, 664324, 664325, 692544, 713104.



The following is a partial list of owners and capacity of plants which we have built in the last four years under these patents:

	Bushels.		Bushels.
Great Eastern Elevator, Minneapolis,	1,000,000	Northwestern Yeast Co., Chicago,	300,000
St. Anthony Elevator Co., "	2,200,000	Canadian Northern Ry. Co., Port Arthur,	2,250,000
North Star Malting Co., "	500,000	David Stott Milling Co., Detroit,	200,000
Victoria Elevator Co., "	250,000	Pabst Brewing Co., Milwaukee,	250,000
Frisco Ry. Elevator, Kansas City,	700,000		

We have under construction at the present time the following plants:  
Schlitz Brewing Co., Milwaukee, 550,000  
Washburn-Crosby Milling Co., Buffalo, 300,000  
Texas City Imp. Co., Texas City, Tex., 500,000  
Millbourne Mills Co., Philadelphia, 200,000

The following are a few of our largest wood-constructed elevators:  
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Belt Line Elevator, Superior, 2,500,000  
Superior Terminal, Superior, 2,500,000  
Pittsburg & West Ry., Fairport, O., 1,000,000  
United States Milling Co., Duluth, 1,000,000  
Empire Elevator Co., Minneapolis, 2,500,000  
Maple Leaf Elevator, Kansas City, 1,000,000  
Burlington Elevator, St. Louis, 1,000,000  
Grand Trunk Elevator, Portland, Me., 1,000,000  
F. H. Peavey & Co., No. 1, 1,750,000  
Interstate Elevator, Minneapolis, 1,000,000  
Texas Pacific Ry. Co., Westwego, La., 1,000,000  
Hoosac Tunnel, Charlestown, 1,000,000  
And hundreds of smaller houses.

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## What's the Use

of building your own elevator when there are people like us that make a specialty of this work?

### WHY NOT

let us have your contract, and save you the worry and trouble of getting your labor and material?  
We buy our material right and sell our elevators right.

Let Our Representative Call. You Will Get Your Money's Worth.

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WITH MACHINERY AND POWER EQUIPMENT



1,000,000-BU. FIREPROOF ELEVATOR.

ESTABLISHED IN 1876

The many years of experience in mill and elevator arrangements enable us to give PERFECT SATISFACTION

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On Belt Line connecting with  
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1,000,000-bushel fireproof Grain Elevator constructed of steel, for the Harbor Commissioners of Montreal, Canada.

**Twenty Million Bushels Capacity of Our Construction  
Now in Use.**

**NOTHING TOO LARGE**

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## Modern Grain Elevators

ANY STYLE AND CAPACITY  
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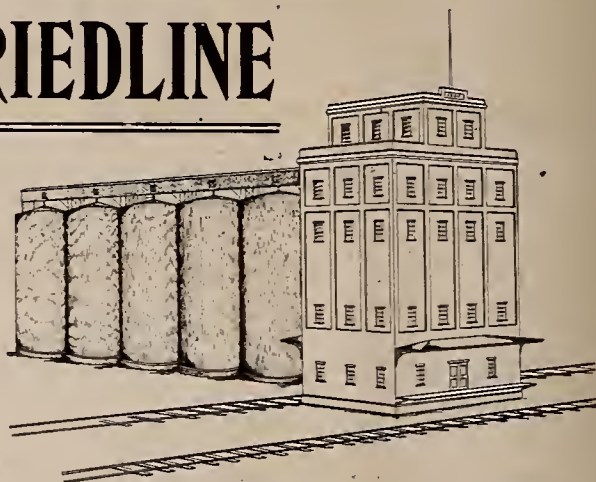
We will be pleased to send you plans,  
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Architect and  
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Grain Elevators, Large or Small, Country or Transfer,  
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COMPLETE Milling Plants, Power Plants and Heavy Construction. Plans  
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ELEVATOR OF WINONA MALTING CO.  
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Plans and specifications for Elevators of all kinds and capacities furnished  
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Country or Terminal Elevators  
in any Design or Capacity

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314 CORN EXCHANGE : : MINNEAPOLIS, MINN.

Modern Elevators - - Reasonable Prices

Send for copy of our new design 15,000-bu. Cribbed Elevator. Cost, about \$2,500.00 complete (depending on location and equipment).

We are prepared to  
DESIGN, BUILD, REPAIR AND REMODEL  
GRAIN ELEVATORS

in the most approved manner. We are agents for

Elevator Machinery of All Kinds  
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HALL'S DISTRIBUTORS AND HALL'S NON-CHOKABLE BOOTS  
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## L. BUEGE Builder and Contractor of GRAIN ELEVATORS

My experience as a successful  
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an economical, perfect working  
house. Let me figure with you.

306 Boston Block, Minneapolis, Minn.

## Do You Buy Supplies? Do You Make Repairs?

You certainly do both.  
Our business is to furnish these  
Supplies and to do Repair Work.  
We always have a most complete  
stock of

### ELEVATOR AND MILL SUPPLIES.

Power and Transmission Machinery.

We do all kinds of repairing  
and employ expert mechanics to

Repair Gasoline Engines.

We Ask Your Patronage. Write Us.

*Globe Machinery & Supply Co.*

DES MOINES, IOWA.

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CONTRACTOR FOR

GRAIN ELEVATORS. ALSO  
FULL STOCK OF ELEVATOR  
& MILL SUPPLIES, SCALES  
& LEWIS GASOLINE ENGINES.

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WICHITA,  
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## The reason why—

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“A year's run of ‘LEVIATHAN’ in a comparative test with Rubber Belting, with buckets carrying from twelve to fifteen thousand bushels per hour. ‘LEVIATHAN’ Belts were taken up twice, while the Rubber Belts were cut for same purpose a dozen times—‘LEVIATHAN’ in first-class condition, and we are satisfied that it will outwear three Rubber Belts.”

—From SUPT. ELEVATORS.

## Main Belting Company

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Contractor and Builder of

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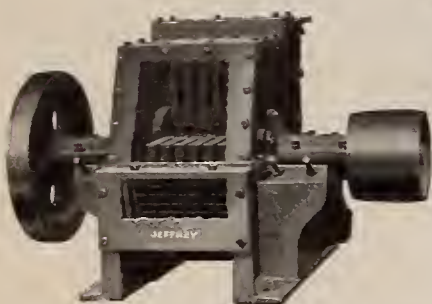


*The* **FOOS** GAS ENGINE  
COMPANY  
SPRINGFIELD, OHIO

The Largest Plant in the Country, Devoted Exclusively to Gas Engines  
3 Acres of Floor Space beside Foundry

## MILLERS USE Jeffrey Pulverizers

For their Grain,  
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Catalogue No. 30 describes full line.  
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Free Crushing Tests

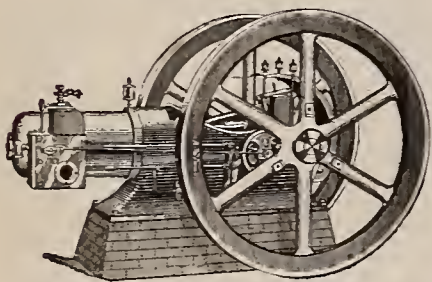
**The Jeffrey Mfg. Co.**

Columbus, Ohio, U. S. A.

Makers of  
ELEVATING — CONVEYING  
POWER TRANSMITTING MACHINERY

## GAS, GASOLINE AND KEROSENE ENGINES

SIZES 2 TO 100 H. P.



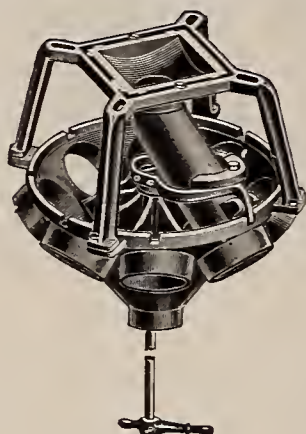
If interested in an engine in which either gasoline or kerosene can be used, write for large catalog.

**MODEL GAS ENGINE WORKS**

Lock Box 2,000

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## THE HALL SIGNALING DISTRIBUTOR



6-inch. 8 ducts.  
NON-MIXING

That the broad claims made for the HALL SIGNALING DISTRIBUTOR are true is best shown by the unprecedented increase in its use. It is a common thing NOW, when planning for a new elevator, to specify that the Hall Signaling Grain Distributor must be part of the equipment, and elevators that have used the "ordinary kind" for years are rapidly supplanting them with the Hall.

This shows that elevator operators are quick to recognize and adopt a device that presents so many points of superior merit.

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SENT ON TRIAL  
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GIBB'S PATENT DUST PROTECTOR is invaluable to operatives in every industry where dust is troublesome. It has been thoroughly tested for many years in every kind of dust and is the only reliable protector known. Perfect ventilation. Nickel-plated protector, \$1, postpaid. Circulars free. Agents Wanted.

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## BEST SCALES IN THE WORLD

Howe Trucks,  
Grain Scoops,  
Grain Testers,  
Grain Scales,  
Letter Presses,  
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Harrison  
Conveyor,  
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Elevators  
for handling ear  
corn, grain, coal,  
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HOWE U. S. STANDARD SCALES, all kinds and sizes.

The Ball Bearing Scale—No Friction on Knife Edges.

**HOWE** Gasoline  
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Something  
always on the move.



**WHY** not be sure  
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Howe scales  
are absolutely true  
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CHAMPION STANDARD SCALES, all kinds and sizes.

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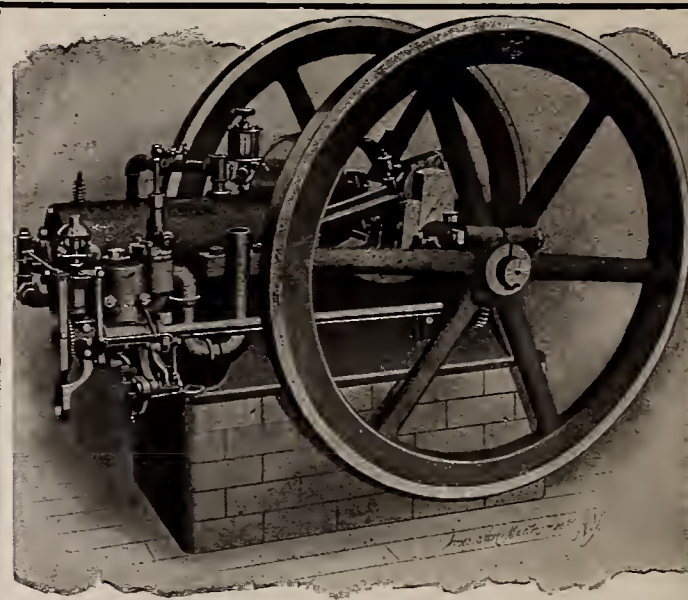
SECOND-HAND REPAIRED SCALES of standard makes and sizes.

We repair all makes of scales and trucks, and guarantee our work—Send for catalogues and prices.

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CLEVELAND

**BORDEN & SELLECK COMPANY, CHICAGO**

MINNEAPOLIS  
KANSAS CITY



## The "Lambert" Gas and Gasoline Engines

We have something of special value to offer elevator men and grain dealers on any size Gasoline Engine they may be in need of. Our 14 years' continuous experience in building the "Lambert" enables us to offer you a high-standard engine that for strength, running qualities and price has few, if any, equals. It will pay you to get our catalog and prices before buying. We mean what we say. Write us.

S. Lambert Gas and  
Gasoline Engine Co.,  
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WE carry a complete line of MILL and ELEVATOR SUPPLIES—such as Sprockets, Conveyor Chains, Elevator Buckets, etc. We manufacture the NORTHWAY FEED MILL—the Best in its class. Ask us about it.

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Northwestern Agents for Invaluable Cleaners and Richmond Dust Collectors



# J. B. DUTTON'S Patent Automatic Grain Scale.

FOR USE IN

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ACCURATE AND RELIABLE AT ALL TIMES. SCALES SENT ON 30 DAYS' TRIAL.  
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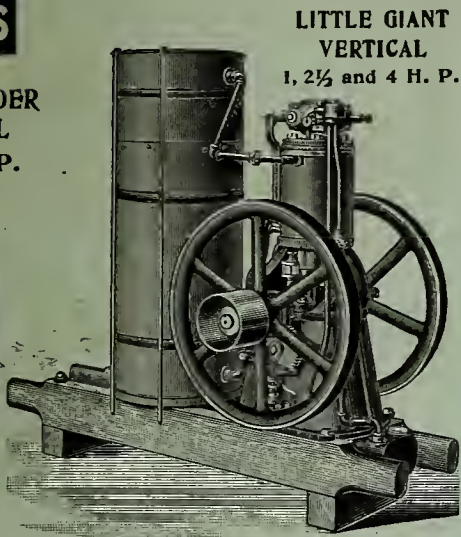
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**NEW ERA GAS ENGINES**



**SINGLE CYLINDER  
HORIZONTAL  
4 to 125 H. P.**



**LITTLE GIANT  
VERTICAL  
1, 2½ and 4 H. P.**

NEW ERA HORIZONTAL GAS ENGINE. 2 H. P. LITTLE GIANT VERTICAL GASOLINE ENGINE ON SKIDS. Heavy and Substantial. First-class throughout. Thoroughly guaranteed.

FOR CATALOGUE AND PRICES, ADDRESS **NEW ERA GAS ENGINE CO., 30 Dale Ave., Dayton, Ohio**



**The Easy Starting Lauson**

A simple and reliable Gasoline Engine that is perfect in every detail. It is free from trappy and delicate parts that are liable to cause trouble. It will start as easy and work as well at 20 below zero as in warm weather. Write for our 1905 catalog describing our line of stationary and portable Engines from 2 to 20 H. P.

**The John Lauson Manufacturing Co.**  
New Holstein, Wis.

**"Witte" Gasoline Engines**

Especially Adapted for

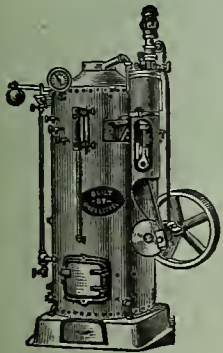
**Elevator and Grain Service**

Complete equipments which conform to insurance rules and include easy starting attachment, self-cleaning igniter, bronze bearings, vertical valves, wipe feed oil system, etc., etc. Fuel economy and full, actual horsepower guaranteed. Defective parts replaced for FIVE YEARS.

Write for elevator power catalogue "U."

**Witte Gas and Gasoline Engine Co.**  
CHICAGO, ILL.

or **Witte Iron Works Co.**  
545 W. 5th Street, Kansas City, Mo.



**HOLD**

your order for a power outfit until you have looked into the merits of our

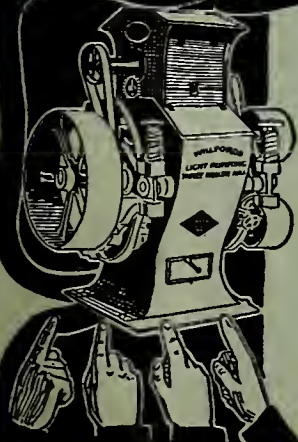
**LEFFEL ENGINES and BOILERS**

The small upright shown here is but one of the large number of styles and sizes we make. This one is specially adapted to use where space for setting is limited. It is a perfect power for

**GRINDING, SHELLING, ELEVATING, ETC.**

Very simple, safe and efficient. Takes but little fuel, waste coals furnishing more than enough. Don't buy a power of any kind until you write us for estimates, etc. Send for our free book, "Power Economy and Efficiency."

**JAMES LEFFEL & CO., Box 158, Springfield, Ohio**



**4 GOOD POINTERS**

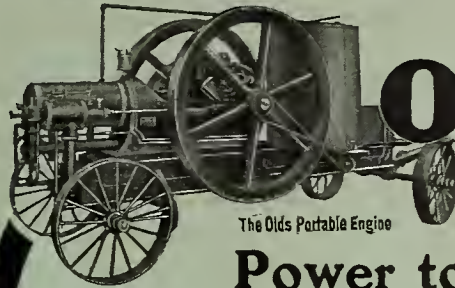
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**Willford Three-Roller Feed Mill.**

- (1) It is Easy to Handle.
- (2) It is Strong and Durable, but Simple.
- (3) It will Grind the Most Feed with the Least Power.
- (4) It can Always be Relied Upon.

Write for Circulars and Prices.

**WILLFORD MANUFACTURING CO.,**  
303 3d St. South, MINNEAPOLIS, MINN.



The Olds Portable Engine

**OLDS ENGINES**

**Take Your  
Power to Your Work**

In sending out their last specifications for gasoline engines for West Point, the U. S. War Department required them "to be Olds Engines or equal." This means they excel all others, or the U. S. Government would not demand them.

They are the horizontal type, 2 to 100 H. P. (Portables 8 to 35 H. P.) and are so simply and perfectly made that it requires no experience to run them and

**Repairs Practically Cost Nothing**

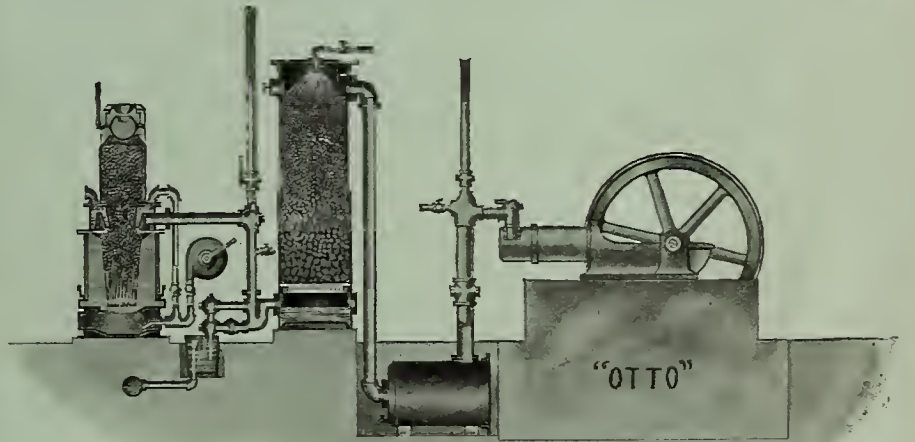
Send for a catalogue of our Wizard Engine, 2 to 8 H. P. (jump spark ignition system, the same as in the famous Oldsmobile), the most economical small power engine made, fitted with either pump jack or direct-connected pump; or our general catalogue showing all sizes.

**Olds Gasoline Engine Works**

Lansing, Michigan

**Saving \$1,392.00 A Year**

**Have One-Third More Power**



**TAYLOR BROS., Camden, N. J., Flour Mill, Elevators, Etc., Say:**

"The plant recently installed for us, consisting of your No. 9, 40 actual H. P. and No. 10, 50 actual H. P. engines and a 120 H. P. "Otto" Suction Gas Producer, is giving excellent service.

"Our experience so far has been that we are using on an average not to exceed 800 lbs. of anthracite pea coal per day of ten hours. This coal costs us \$3.65 per ton delivered at our mill, which means a total cost of running the two engines of \$1.36 for fuel.

"The engines are used in our extensive grain elevator, running conveyors, etc., as well as feed mills, ten hours per day, sometimes using power to nearly full capacity of both.

"Before installing this plant we had in use a gasoline engine, not of your make, fuel for which cost us over \$6.00 per day. Our saving therefor is \$4.64 per day, and the present plant has at least 33 per cent. more power.

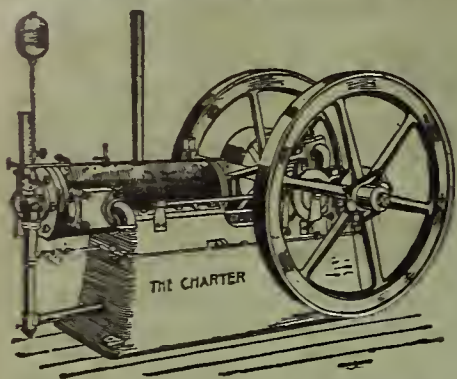
"One man has the care of engines and producer, which requires his attention probably about three hours per day, he being occupied the balance of his time with other duties. We believe we have one of the most economical power plants obtainable."

The "Otto" Suction Gas Producer Works Well and Saves Much.  
Bulletin "C" Tells

**THE OTTO GAS ENGINE WORKS**  
PHILADELPHIA, PA.



## There is Only One Thing about



Stationaries  
Portables  
Hoisters  
Pumping Outfits  
Boat Attachments  
Sawing Outfits  
Dynamo Outfits

that has **NOT CHANGED** during the past 20 years, and that is

### ITS RELATIVE QUALITY

We say "relative" because, while the "Charter" has always been the best in quality, yet the standard of quality and the character of the material have changed, so the quality of the "Charter" is far ahead of what it was; and it was good then, judging by the number of the early engines still in use and the reports on them.

For confirmation, turn to this ad for the past 7 months.  
Send for Catalogue. State Power Needs

**Charter Gas Engine Co., 400 Locust St., Sterling, Ill.**

## Spring is the Time to Clean Up

But if you operate an elevator you cannot keep clean without proper appliance. My **DUST COLLECTING SYSTEM** will do it. Write for Booklet.

**H. L. DAY**

1118-26 Yale Place,

MINNEAPOLIS, MINN.

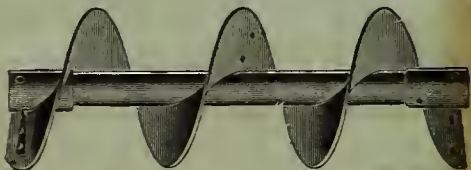


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115-123 South Clinton Street,  
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MANUFACTURERS

M. & L. Conveyors  
Salem Buckets  
Steel Grain Buckets  
Steel Corn Buckets  
Tin Mill Buckets



Elevator Bolts  
Elevator Boots  
Turn Heads  
Flexible Spouts  
Steel Spouting

**SAFETY CUT-OFF AND ALARM MACHINES.**

Send for Catalog and Prices.

Our Goods are the Best on the Market.

## OUR PROPOSITION

SEND US YOUR LIST OF  
MACHINERY AND WE WILL

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FORWARD YOU A NET  
PRICE BY RETURN MAIL

## GRAIN ELEVATOR MACHINERY



**WELLER MFG. CO.**

CHICAGO, ILL.

Send for Catalogue 18-C



We Manufacture COMPLETE EQUIPMENTS of

## Grain Elevator and Power Transmitting Machinery

WRITE FOR OUR LATEST CATALOGS, K-3 AND M-3,  
GIVING FULL DESCRIPTIONS

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Manufacturers of

## MODERN GRAIN ELEVATOR MACHINERY

Two Large Factories

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## The Atlas Car-Mover

Manufactured exclusively by

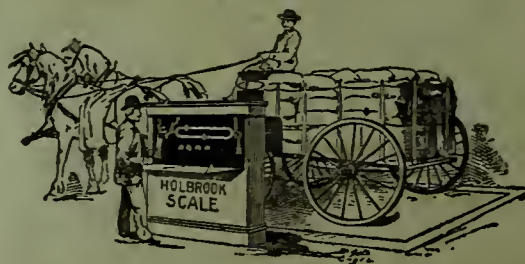
**The Appleton Car-Mover Co.**  
APPLETON, WIS., U. S. A.

Is decidedly the best and most powerful  
Car-Mover on the market, and supersedes  
all others wherever introduced.

Try an "ATLAS." It Will Pay for Itself in a Few Hours' Use



## CALLAHAN GAS and GASOLINE ENGINES



Grain Elevator Machinery  
and Supplies, Wagon, Hop-  
per, Portable and Dump  
Scales.

**C. D. HOLBROOK & CO.**

205 S. Third St., Minneapolis, Minn.